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CITY AND COUNTY OF SAN FRANCISCO

REPORT

OF THE

OBLIGATIONS AS TO THE USE OF STREETS UNDER FRANCHISES AND PERMITS

(in accordance with Ordinance 1892 (Series of 1939) passed by the Board of Supervisors and approved Dec. 15, 1942)

VOL. I STREET RAILWAYS

Part I---MARKET STREET RAILWAY COMPANY
Part II---CALIFORNIA STREET CABLE RAILROAD COMPANY

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STA FRANCISCO

Prepared by JOHN J. CASEY CITY ENGINEER

Approved by
H. C. VENSANO
DIRECTOR, DEPARTMENT OF PUBLIC WORKS

Submitted to
T. A. BROOKS
CHIEF ADMINISTRATIVE OFFICER

December 31, 1943



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OBLIGATIONS AND CONDITION OF STREETS USED SURVEY MARKET STREET RAILWAY COMPANY

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OBLIGATIONS AND CONDITION OF STREETS USED SURVEY MARKET STREET RAILMAY COMPANY

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CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING

CITY ENGINEER

IN YOUR REPLY, REFER TO FILE:

Report of Obligations as to Use of Streets Under Franchises and Permits

Mr. H. C. Vensano, Director Department of Public Works City and County of San Francisco City Hall

Dear Sir:

Herewith, I submit a "Report of the Obligations as to Use of Streets under Franchises and Permits" in San Francisco by the privately owned street railway companies, the steam railroads and other corporations, firms and individuals and also the condition of the streets used by them found from a field survey as of December 31, 1943.

This report is submitted in accordance with Ordinance No. 1892 (Series of 1939) of the Board of Supervisors approved December 5, 1942.

Section 1 of Ordinance No. 1892 reads:

"-- does hereby confer upon the Chief Administrative Officer of the City and County of San Francisco the power and authority to examine all and singular the provisions, covenants and obligations contained in the several franchises and permits heretofore and which may hereafter be issued or granted to any person, firm or corporation for the conduct of any business or calling which the Board of Supervisors has jurisdiction or control, or for the use and/or occupation of any public street, way, or place in so far as said provisions, covenants, and obligations contained in said franchises and permits pertain to or affect public streets, traffic, health, and safety and, commencing July 1, 1941, it shall be the duty of the Chief Administrative Officer to file a quarterly report with the Board of Supervisors showing in detail the manner in which the holders of said franchises or permits are complying or failing to comply with the provisions, covenants, and obligations contained in or imposed by said franchises or permits."

Page #2. Mr. H. C. Vensano

During the year 1943, in accordance with Resolution No. 1892 (Series of 1939), the following reports have been submitted with reference to Street Railways.

Preliminary Report of the Obligations as to the Use of Streets and Condition of Streets Used by the Market Street Railway Company - dated May 1, 1945.

Report of the Obligations as to the Use of Streets and Condition of Streets Used by the Market Street Railway Company -

dated June 30, 1943.

Report of the Obligations as to the Use of Streets and Condition of Streets Used by the California Street Cable Railroad Company - dated August 1943.

This report submitted as of December 31, 1943 entitled "Peport of the Obligations as to Use of Streets under Franchises and Permits' is in three volumes divided into subjects as follows:

Vol.I Part I - Market Street Railway Company. Part II - California Street Cable Railroad Company.

Vol. II - Steam Railroad Companies.

Vol. III - Public Utilities and Various Industries.

I believe you will find these very thorough documents and they should be of permanent value in connection with future consideration of franchise obligations.

Respectfully submitted,

John J. Casey City Engineer

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FOREWORD

This is Volume I of a report on the Obligations as to the "Use of Streets under Franchises and Permits" and also reports the condition of the streets used by the privately owned street railway companies as of December 31, 1943.

Volume I is divided into:

Part I -- Market Street Railway Company.

Part II - California Street Cable Railroad Company.

A report on the Market Street Railway Company was submitted as of June 30, 1943 and one on the California Street Cable Railroad Company as of August 1943, and Volume I of this report brings the above mentioned reports to date.

Field examinations and diagrams were made showing the class of pavement in the track area and adjacent streets, the condition of the track with reference to the pavement, the location of necessary track repairs, and the location and extent of repairs necessary to be made to the pavement. This involved examination of approximately 210 miles of single track of the Morket Street Railway Company and 10.65 miles of single track of the California Street.

All franchises, resolutions, ordinances and permits were examined and all information pertinent to the matter under investigation listed in its proper place. This phase of the investigation required a great deal of time and research.

Compilations were made of the minimum amount of work necessary to be done by the street railway companies to fulfill their obligations to keep the street areas occupied by the Companies in repair and the estimated cost of doing the work.

In the study of the franchises of the Market Street Railway Company, some legal questions have arisen in connection with the interpretation of certain of the franchises and permits and the certainties caused thereby have been noted herein without obtaining legal rulings thereon from the City Attorney. The various City Attorneys have at different times written opinions on general and specific questions and these have been made a part of this report.

The work was under the supervision of Assistant City Engineer, Sherman P. Duckel.

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The following men were actively engaged in this phase of the report:

M. H. Levy, Civil Engineering Designer - In Charge.
G. F. Stahle, Engineer of Grades - Compilation of Ordinances, etc.

W. A. Smith, Surveyor's Field Asst.
T. Breslin, Inspector
A. J. Furderer, Inspector
L. Pope, Inspector
D. Ryan, Inspector
T. Keenan, Inspector
T. Keenan, Inspector
T. Stephant Inspector
T. Stephant

In addition, the following men have been used part

time:

W. A. Eggert, Surveyor . - Office Work E. Gartland, Inspector - "

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HISTORICAL

The present Market Street Railway Company was organized and took over the operation of all street railroad lines in San Francisco on April 1, 1921, except those operated by the Municipal Railway and the California Street Cable Railroad Gmpany, and has a long line of predecessors.

The first transportation facilities in San Francisco started with the omnibus line (Yellow Line) in 1852 operated by Crimm and Bowman between the Post Office at Kearny and Clay Sts., via Kearny, Third, and Mission Streets to the Mission Dolores (Dolores and 16th Streets).

The first street railroad in San Francisco was incorporated by virtue of a franchise granted in 1857 to Thomas Hayes by the State Legislature. In 1860 tracks were constructed on Market Street from California Street to Mission Dolores (Dolores and 16th Streets). The line was at first steam-operated but this was later abandoned for horse car service.

The Sutter Street Railroad Company commenced operations in 1865 with horse-drawn cars which were changed to cable-operated lines in 1876, although horse-drawn cars utilizing the rear section of the two-section cable car were operated on Market Street until after the fire of 1906.

The first cable line was put in operation in 1872 on Clay Street and was an invention by a San Franciscan, namely Benjamin H. Brooks, an attorney, and perfected by Andrew S. Hallidie who is generally credited for the invention of this style of transportation. This method was rapidly adopted, not only in San Francisco, but throughout the United States. The cable system of transportation was devised to meet local hilly conditions and is still used here and elsewhere where electric cars are not able to negotiate the grades.

The Market Street Cable Railway Company was granted franchises in 1879 with lines on Market Street, Valencia Street, McAllister Street, Hayes Street, and Haight Street. The first of these was completed in 1883.

The first electric line in San Francisco was the San Francisco and San Mateo Railroad Company which started operations in 1891 and ran from Steuart and Market Streets via Steuart Street, Harrison Street, Fourteenth Street, Gücrrero Street and San Jose Avenue to the County Line.

A trackless trolley line started operation on October 5, 1935 running from Harrison and Third Streets, via Harrison Street,

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The first than provided the facilities is an interest to the first the first (willow Line) to I or or one of the first formed between help and first foces willow at Kenner and I keeping. Third, and Ekselen Structure to the interest and I keeping for the first section in the first content of the first section in the first s

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Eighteenth Street, Clayton Street, and Waller Street to Golden Gate Park, replacing an electric street car line.

Buses are replacing electric lines and cable lines in various parts of the City, but the development of buses and the obtaining them has been retarded due to the war, and time alone will tell if buses can eventually replace the cable cars in San Francisco.

It can be seen from this brief history that the development of transportation facilities in San Francisco has kept abreast of the art, but as in all other cities of its size, the system has not kept abreast of the needs of the community.

FRANCHISES

Previous to 1870, all franchises for street railways were granted by the State Legislature.

An Act of the State Legislature in 1870 gave cities the power to grant franchises to horse railways for periods of 25 years.

A new State Constitution was adopted in 1880 and just previous to this date - that is in 1879 - practically all companies had their franchises extended to 50 years from 1879 and this is the reason for so many of the franchises in San Francisco expiring in 1929.

From 1880 to 1900 franchises which were granted by the City were in accordance with the general laws of the State which were for 50 years and referred in general to Sections 498, 499, 500, 502 and 503 of the Civil Code. (The sections are included in the report).

In 1900 a new City Charter was adopted which declared for ultimate City ownership and forbade granting exclusive franchises.

In 1902 amendments were passed limiting the term of a franchise to 25 years and that fixed property in the streets should revert to the City on expiration of the franchises.

Very few franchises were granted after 1890.

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Very few franchise were granded diver plot.

TRANSFER OF FRANCHISES

The Market Street Railway Company, a predecessor of the present one, was incorporated October 11, 1893 and took over the following companies:

Market Street Cable Railway Company
Market Street and Fairmount Railway Company
City Railroad Company
Potrero and Bay View Railroad Company
Southern Heights and Visitacion Railway Company
Park and Ocean Railroad Company
Ocean Beach Railway Company
Central Railroad Company
The Omnibus Cable Company
The North Beach and Mission Railway Company
Metropolitan Railway Company
Ferries and Cliff Railway Company

granted to groups of individuals such as:

W. H. Martin, John Ballard, W. J. Adams et al
Leland Stanford, Collis P. Huntington and Charles Crocker
Leland Stanford, D. C. Mills, Lloyd Tevis and Isaac Wormser
Alexander R. Baldwin, A. S. Hallidie, James Moffatt et al

These companies had previously taken over the franchises

A. W. Rose, Jr. and Associates
Henry Moffatt, J. B. Reinstein and M. Bisner
J. W. Hartzell, Behrend Joost, W. F. Thomas
Trwin C. Stump, Abner Doble, W. R. Hearst et al
and other corporations such as:
Clay Street Hill Railroad Company of San Francisco
Bay Shore and South San Francisco Street Railway Company
San Francisco Syndicate and Trust Company

This left the San Mateo, Sutter, California, and Union Street lines still operating independently.

In 1895 Adolph Sutro built a line via California and Clement Streets from the end of the Sutter Street line to the beach. The Sutter Street Railway later took over this line.

The United Railroads of San Francisco was incorporated March 4, 1902, taking over the properties of the Market Street Railway Company, the San Francisco and San Mateo Electric Railroad Company, the Sutter Street Railway Company, Sutro Railroad Company, and later the Gough Street Railroad Company (franchise granted June 14, 1910) thus combining 229 miles of lines under one management.

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There were then left three independent lines, which were as follows:

California Street Cable Railroad Company Presidio and Ferries Railroad Company Geary Street, Park and Ocean Railroad Company

The franchise of the last named Company expired in 1903.

On April 1, 1921, the Market Street Railroad Company was reorganized for refinancing, and took over the United Railroads of San Francisco, and the cars of the San Francisco Electric Railways. The Gough Street Railroad Company acquired the rights of way, tracks, and distribution system of the San Francisco Railways. The Market Street Railway then acquired the physical properties of the Gough Street Railroad Company.

OPERATING PERMITS

A Charter Amendment adding Sections 6a and 6b to Chapter II, Article II of the Charter of the City and County of San Francisco was voted in 1930 and is now known as Sections 131 and 132 of the Charter:

> Section 131. Any person, firm or corporation operating a street railway in the City and County of San Francisco may, at any time within twelve months after this section takes effect, make and file with the Clerk of the Board of Supervisors a written declaration of surrender to the City and County of San Francisco, of all rights, franchises, privileges, permits or resolutions theretofore granted to or held by declarant, or its predecessors in interest, to operate said street railway under said rights over the streets, avenues and highways in the City and County of San Francisco set forth in said declaration of surrender, and in consideration and by reason thereof, declarant shall, upon making and filing such declaration of surrender as aforesaid, immediately and automatically, have and hold, in place thereof, an operating permit from the City and County giving and granting unto such declarant, its successors, or assigns, the right, until such permit is revoked in the manner hereinafter set forth, to operate its cars by means of overhead electric system. by cables running under the ground and moved by stationary engines, electric motor or such other means as the law may permit. and buses, over the streets and highways of the City and County, set forth and enumerated in said declaration of surrender, whether under then existing franchises, or otherwise, and to conduct same railway business theretofore conducted therein by said declarant and, for that purpose, to have the use of streets and of the

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On April 1, 1921, the Wenkert Street intlement of disputers of a selection of a selection of the control of the interpretation of the control of the interpretation of the interpretation of the control of the control

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same or like tracks, roadbeds, and other structures and rights of way therein, but upon all the terms and conditions contained in the rights, franchises existing as of February 15, 1929 and in the orders, resolutions and ordinances referred to in such declaration of surrender except that the term or conditions as to the period of duration of any right, franchise, privilege, permit or resolution applicable to any operating permit or any right thereunder, shall be for twenty five years from the date of filing of the declaration of surrender by declarant. Said permit shall apply only to streets over which the declarant operated its railway during the year 1930.

Provisions shall not apply to franchises granted under:
Ordinance No. 288 (New Series) approved Oct.17,1907;
Ordinance No. 425 (New Series) approved May 12, 1908,
known as the Parkside franchise; Ordinance No. 1196 (New
Series) approved June 14, 1910, known as the Gough Street
franchise; Ordinance No. 1460 (New Series) approved
Jan. 23, 1911, known as the Parnassus and Ninth Avenue
franchise; Order No. 1572 approved Nov. 28, 1879 for
operation on Howard St., from Steuart to 26th Sts.; Order
No. 1890 approved Doc. 27, 1886 for operation on Post St.,
from Market to Leavenworth Sts.

Every permit shall be for period of twenty five years, and shall be subject to right of City and County at any time to acquire and possess the operative property of holder of said permit upon paying the fair value therefor, hereinafter referred to as compensation (method of arranging for value is shown in same paragraph).

Section 132. The Board of Supervisors shall have power to grant by ordinance to any holder of a permit, secured as provided in Section 131, supplemental permits authorizing such holder, its successors or assigns, to construct and operate in conjunction with existing lines, over or under any streets ..., an extension of an existing street railway or bus line subject to the same terms and conditions under which said line, from which it is proposed to make the extension, is operated. Every supplemental permit expires concurrently with the permits granted upon filing of the declaration of surrender. No line of street railway ... operated under authority of any permit, shall be abandoned ... unless Board of Supervisors, upon receiving a petition, shall authorize by ordinance.

In accordance with the above Sections 131 and 132 of the Charter, the Market Street Railway Company surrendered its franchises and received an operating permit dated Feb. 9, 1931 and running for a period of twenty five years. (Copy of the Declaration of Surrender and Operating 2 That is included in this report).

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BUS PERMITS

Numerous bus permits have been issued by the Board of Supervisors for lines replacing street car service and some as alternates for street car service. Originally the permits were based on two ordinances:

ORDINANCE No. 280 (Series of 1939) approved Sept. 7,1939 specifying that should company cease to operate street cars ... the company shall within a reasonable time remove the rails and repaye that portion of the streets occupied by said rails.

ORDINANCE No. 510 (Series of 1939) approved Feb. 28, 1940 specifying that should company at any time cease to operate cars... the company shall within three years from time of abandonment remove the rails, ties, and overhead trolley wire from said street and repave that portion of the street occupied by said rails and ties.

Since then, ordinances have been passed, each one having a special requirement as to obligations with respect to the abandoned track.

AGREEMENTS BETWEEN MARKET ST. RY. CO. and CITY AND COUNTY

ORDINANCE NO. 1575 (Series of 1939) provided for an agreement between the Works Projects Administration, the Company, and the City and County of San Francisco whereby the Federal Government would pay the expense of removing and salvaging the steel rails, the Company and City contribute toward the cost of repaving, and the Company was to do a certain amount of track and pavement reconstruction as specified. Some work was done under this agreement, but it is now null and void due to cessation of activities of the Works Projects Administration before completion of the project.

ORDINANCE NO. 2374 approved Sept. 24, 1943 is an agreement between the Market Street Railway Company and the City and County of San Francisco for the removal of tracks on certain of the streets previously specified in Ordinance No. 1575 and terminates the agreement under Ordinance No. 1575. Estimated salvage of materials is valued at \$21,760.00 and the removal cost including, inspection estimated at \$2,630.00, is not to exceed \$90,000.00 after allowance for the salvage. The Company is to pay \$45,000.00 and an accounting is to be made upon completion of the contract and the Company given any rebate to which it is entitled. The

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Company in addition to its regular maintenance work is to do work in the amount of \$73,776.00 on streets as specified in Exhibit "B" of this ordinance. Work on items in Exhibit "B" shall commence within 30 days of certification of contract for removal of rails and shall be completed within 2 years from date of certification of said contract.

Bids were received by the Director of the Department of Public Works on Nov. 24, 1943, the lowest being in the amount of \$113,225.24 which plus inspection amounted to \$115,855.24 instead of the estimated amount of \$90,000.00 as stated in Ordinance No. 2374.

Negotiations were started with the Market Street Railway Company to obtain additional money from them and the Company agreed. The Board of Supervisors passed Resolution No. 3740 (Series of 1939) approved Dec. 9, 1943 extending the time in which the Director of Public Works could award the contract until and including the 12th day of January 1944. This additional time is necessary so as to amend Ordinance No. 2374 and to set aside additional money to cover the additional contribution of the City.

Bills No. 2681 and 2682 were introduced in the Board of Supervisors on Dec. 20, 1943 and passed for second reading. Bill 2681 amends Sect. 2 and 14 of Ordinance No. 2374, changing \$90,000.00 to read \$115,855.24 and Bill No. 2682 appropriates \$12,927.62 in addition to the amount based on a cost of \$90,000.00.

The bills have not been finally passed at the time of this report. Accordingly in this report mention is made of Ordinance No. 2374 in the various keys where it applies but is not credited as regards the work necessary to be done.

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The bills have not been finally passed of the fire in the Accordingly in this respect on them is taken of cultrage.

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SECTION OF CIVIL CODE OF CALIFORNIA (TITLES III & IV, PART IV) APPLYING TO STREET RAILWAY FRANCHISES PREVIOUS TO CHARTER OF SAN FRANCISCO WHICH TOOK EFFECT JAN.8,1900.

SECTION 492

The legislative or other body to whom is intrusted the government of the county, city and county, city, or town, under such regulations, restrictions, and limitations, and upon such terms and payment of license tax as the county, city and county, city or town authority may provide, may grant franchises for the construction of elevated or underground railroad tracks over, across, or under the streets and public highways of any such county, city and county, city; or town, for the term not exceeding fifty years; provided, that before granting such franchise there shall be presented to such legislative or other body a potition signed by the owners of a majority of the landed property, other than public property, on the line of said elevated portion applied for. (Additional Section Statutes 1895, 242.)

SECTION 497

Authority to lay railroad tracks through the streets and public highways of any incorporated city or town may be obtained for a term of years, not exceeding fifty, from the Trustees, Council or other body to whom is intrusted the government of the city or town, under such restrictions and limitations, and upon such terms, and payment of license tax, as the city or town authority may provide. In no case must permission be granted to propel cars upon such tracks otherwise than by electricity, horses, mules, or by wire ropes running under the streets and moved by stationary engines, unless for special reasons in this title hereinafter mentioned; provided, however, that such Board or body in granting the right, or at any time after the same is granted, to use electricity or any other of said modes, shall have power to impose such terms, restrictions and limitations as to the use of streets and the construction and mode of operating such electric and other roads as may by such Board or body, be deemed for the public safety or welfare (as amended February 25, 1891, Statutes 1891, Page 12).

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SECTION 498

The city or town authorities in granting the right of way to street railroad corporations, in addition to the restrictions which they are authorized to impose, must require a strict compliance with the following conditions, except in the cases of prismoidal or other elevated railways. In such cases said railway shall be required to be constructed in such manner as will present the least obstruction to the freedom of the streets on which it may be erected when allowed by the granting power.

First: To construct their tracks on those portions of streets designated in the ordinance granting the right, which must be as nearly as possible in the middle thereof.

Second: To plank, pave, or macadamize the entire length of the street used by their track between the rails and for two feet on each side thereof and between the tracks if there be more than one, and to keep the same constantly in repair, flush with the street and with good crossings. (This section was repealed in 1921 but applies to franchises granted previous to this.) City Attorney's Opinion April 29, 1926 to Board of Supervisors.

Third: That the tracks must not be more than five feet wide within the rails and must have a space between them sufficient to allow the cars to pass each other freely.

SECTION 499

Two lines of street railway, operated under different management, may be permitted to use the same street, each paying an equal portion for the construction of the tracks and appurtenances used by said railways jointly; but in no case must two lines of street railway operated under different management occupy and use the same street or tracks for a distance of more than five blocks consecutively.

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SECTION 500

Any proposed railroad track may be permitted to cross any track already constructed, the crossing being made as provided in chapter 11, title 111 of this part. In laying down the track and preparing therefor, not more than one block must be obstructed at any one time, nor for a longer period than ten working days.

SECTION 502

Work to construct the railroad must be commenced within one year from the date of the ordinance granting the right of way and the filing of articles of incorporation and the same shall be completed within three years thereafter. A failure to comply with these provisions works the forfeiture of the right of way as well as the franchise, unless the uncompleted portion is abandoned by the corporation with the consent of the authorities granting the right of way. Such abandonment and consent to be in writing (Section 502 was amended in 1895 by providing that extension of time of construction could be granted).

SECTION 503

Cities and towns in or through which street railroads run may make such further regulations for the government of such street railroads as may be necessary to a full enjoyment of the franchise and the enforcement of the provisions provided herein.

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PUBLIC WORKS CODE - S.F. MUNICIPAL CODE - EDITION OF 1939 pp. 637

CHAPTER X - Article 12 - STREET RAILWAY
Sec. 595 Paving between tracks - Maintenance

It shall be unlawful for any person, company or corporation, owning and operating any street reilway within the City and County of San Francisco to pave that portion of the streets contiguous to the tracks thereof which such person, company or corporation is by law required to pave and keep in repair in any other manner than that prescribed in this Article, and such person, company or corporation is hereby required to pave such portion of the street in the manner following, to-wit:

The portion of the street between the rails of the track of such street railway (or tracks if there be more than one (1) track) and the space between such tracks, if there be more than one (1) track, and all that portion of the street which the person, company or corporation owning such street railway is by law required to pave and keep in repair, shall be paved with the same kind of material and in the same manner as the contiguous portion of the street was paved, and to conform to the pavement on the contiguous portion of the street for a space of eight (8) inches on each side of each rail of such track or tracks, and contiguous thereto, shall be paved with basalt blocks, and, provided further, that the Board of Supervisors of the City and County of San Francisco, may, whenever it deems proper, grant such person, company or corporation special permission to use such paving material to pave or keep in repair such streets as the Board may determine.

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CLAUSES FROM FRANCHISES

CLAUSE A

Whenever it shall be necessary for said railroad company to plank, pave or macadamize its railway tracks as provided in the 498th section of the Civil Code of this state, it shall use the same material which is or may be used by said city and county in respect to the remainder of the street unless otherwise directed or permitted by the Board of Supervisors of said city and county.

CLAUSE B

- 1. To construct the tracks of said railroad on those portions of the streets above designated as nearly as possible in the middle thereof.
- 2. To plank, pave, or macadamize the entire length of the street used by their tracks between the rails and for two feet on each side thereof and between the tracks, if there be more than one, and to keep the same constantly in repair, flush with the street and with good crossings.

CLAUSE C

Wherever any street or part of a street over which this franchise is granted shall be ordered improved or reimproved and the work of improving or reimproving such street shall be let by contract by the Board of Supervisors or other governing body of this city and county, the portion of said street occupied or to be occupied by the track or tracks of the grantee or grantees of this franchise, between the rails, between the tracks laid or to be laid shall be let together with the rest of the street or streets, and the grantees, their successors or assigns shall be held liable from and after the passage and approval of this order of the payment of the cost of said improvement or reimprovement which cost shall be assessed in the proportion for the work done between the rails, between the tracks if there be more than one track, and for two feet on either side of the track or tracks, to the work done upon the entire width of the street, or streets so improved or reimproved and said cost shall be collected in the manner provided for the collection of other street assessments, and shall become a lien upon the roadbed, rolling stock and franchise of said road.

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CLAUSE D

- 1. Said grantee its successors or assigns shall, from and after the date of the passage of this order, be liable for the cost and expense of repairing and keeping in good order and repair with the same material as may be in use on the contiguous portion of the street, all that portion of the street or streets over which this franchise extends, embraced within the space occupied by their tracks or tracks, between their rails, between their tracks and for two feet on either side of their tracks, and shall whenever directed by the superintendent of public streets, put in good condition those portions of the streets designated in this section.
- 2. Said grantee, its successors or assigns, shall from and after the date of the passage of this order, be liable for the cost and expense of repairing and keeping in good order with the same material as may be in use on the contiguous portion of the street all that portion of the street or streets over which this franchise extends, embraced within the space occupied by their track or tracks between their rails, between their tracks and for two feet on either side of their tracks, and put in good order and condition those portions of the streets designated in this section whenever directed by the Superintendent of Public Streets and whenever it shall be necessary for said grantee, its successors or assigns to plank, pave, or macadamize those portions of the street on which their railroad tracks are laid, as provided in section 498 of the Civil Code: they shall use the same material which is or may be used by the city and county in respect to the remainder of the streets unless otherwise directed or permitted by said Board of Supervisors.

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CLAUSES FROM BUS PERMITS

CLAUSE E

Ordinance 280 - Section 5.

Should at any time the Market Street Railway Company cease to operate street cars over and along said streets, the company shall, within a reasonable time, remove the rails from said streets and repaye that portion of the streets occupied by said rails.

CLAUSE F

Ordinance 510 - Section 4,

Should the company at any time cease to operate street cars over and along the streets named, the company shall, within three years from time of abandonment remove the rails, ties, and overhead trolley wires from said streets and repave that portion of the streets occupied by said rails and ties.

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BASIS AND EXPLANATION OF REPORT

FRANCHISES AND BUS PERMITS

Franchises originally were granted to various individuals and companies, since absorbed by the present Market Street Railway Company, for certain streets to be traversed and conditions specified as to the upkeep of the pavement. Bus permits specify the abandonment of certain street car lines, the removal of rails, the removal of ties in some cases and not in others, the repaving of the rail trench or the whole area if ties are to be removed, and the time in which to complete the work.

PREVIOUS REPORTS

The report of September 1, 1942 and the preliminary report of May 1, 1943 were based upon key numbers used in an older report of September 1, 1936. A key number is a number used for reference to routes and data sheets, and has no other significance.

Since 1936, some rerouting of street car lines has taken place and a great deal of readjustment of lines has taken place due to inauguration of bus lines and combining of street car and bus facilities.

FORMAT OF REPORT

In the report of June 30, 1943, new key numbers were set up and the same key numbers are used in this report. The route followed by a street car line or bus line is traced out, and all franchises, orders, resolutions, ordinances, and bus permits, with their paving obligations listed for each street traveled. When two or more lines traverse the same street for a length and then bronch off into various streets, one key number will take care of the main street and other key numbers for each line branching off, and other key numbers for each line again branching off.

For example:

Key No. 1 takes care of Market Street from the Ferry to Castro Street; and Castro Street from Market to 18th Streets. Market Street is traversed in various parts by Lines 1, 2, 3, 4, 5, 6, 7, 8, 9, 17, 21, and 31.

Key No. 24 takes care of Haight Street, Stanyan Street, and Lincoln Way. Haight Street is traversed in various parts by Lines 6, 7, and 17.

Key No. 26 takes care of Masonic Avenue, Frederick Street, etc., and is traversed only by Line 6.

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Key No. 25 takes care of 20th Avenue from Lincoln Way to Wawona Street and is traversed only by Line 17.

Another example is:

Key No. 10 which takes care of the old Castro Cable Line, Divisadero Street from O'Farrell to Sacramento Streets, and Fillmore from Broadway northerly. This takes parts of old key Nos. 10,29, and 30. This rearrangement was made as the bus permit sets up the conditions of track removal.

Key No. 18, new, called Emergency Tracks, has been set up, grouping short stretches of streets over which care seldom run as:

8th Street - Market to Mission Streets 12th Street - Market to Mission Streets

Otis Street - South Van Ness Avenue to Mission Street

Oak Street - Fillmore to Divisadero Streets Page Street - Fillmore to Divisadero Streets

Polk Street - Hayes to Fell Streets

Intersecting streets carrying car lines have the crossings taken care of by listing in the east and west lines north of Market Street, or under the main line in other cases, thereby avoiding the chances of duplication.

CROSSING PRORATE

The following is the allocation of crossing maintenance costs proportioned against the Market Street Railway Company in this report for the actual "special work" length:

California	and	Sansome	75%
	and	Kearny	75%
	and	Powell	50%
	and	Polk	75%
	and	Fillmore	75%
	and	Divisadero	75%
	and	Presidio Ave.(1	
		track)	75%
Hyde	and	Washington	50%
	and	Jackson	50%
Jones	and	Sutter	75%
	and	Turk	75%
	and	Eddy	75%
	and	Ellis	75%
O'Farrell	and	Powell	50%

Where the tracks of the Market Street Railway Company cross the Municipal Railway, no cost is apportioned against the Market St. Railway Company for the actual "special work" length.

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JOINT USE

The agreements between the Market Street Railway Company and the Municipal Railway for joint use of tracks. & Pt.:

Ocean Ave. - Brighton to Junipero Serra Blvd.; Junipero Serra Blvd. - Ocean Ave. to Sloat Blvd.
Ordinance No. 4719 (New Series) approved Nov. 25, 1918.
Maintenance by Company - City to pay \$100,000 and 7-1/2 cents per car mile for each car operated by Municipal Railway.

Res. of Board of Public Works - 115,689 (2nd Series)
November 6, 1931, effective Oct. 1, 1929.
Rate should be raised from 7-1/2 cents to 8 cents per car mile.

Total cost of maintenance estimated to Company (Key No.15).

Market St. - Sansome Street to Ferry Building.
Ordinance No. 2096 approved November 19, 1912.
Sec. 3 - Joint ownership except poles. Each pay one-half
of maintenance and so estimated in report of June 30, 1943
(Key No. 2).

Duboce Ave. - Church to Fillmore Streets; Carl St. -West End Duboce Tunnel (east of Cole St.) to Stanyan St.

Res. No. 29305 (New Series) approved July 27, 1928.

Municipal Railway to pay Market Street Railway Company

\$550 a year for use of tracks and 7-1/2 cents a car mile.

Res. of Board of Public Works - 115,689 (2nd Series)

November 6, 1931, effective Oct. 1, 1929.

Rate should be raised from 7-1/2 cents to 8 cents per car mile.

Embarcadero - Market to Jackson Sts.; Jackson St. - Embarcadero to Columbus Avenue.

Agreement between City and Company. Have not procured a copy at date of this report and will be gone into at a later date. Amount involved is not of a material quantity.

Columbus Ave. - Greenwich to Lombard Sts.
Same status as for Embarcadero-Jackson Street.

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BASIS OF ESTIMATE

In the report of 1942 the time for making the report was very shirt, and inspection parties were sent out in machines to ride slowly over the tracks and estimate visually the amount of track repair and paving that should be done. The work was divided into several classes. Where the track was out of line and level, probably due to rotten ties and broken rails, the estimate was to ever complete reconstruction of track and paving. Where the track was somewhat better, reballasting was considered and the corresponding repaving. Where rail was low, shimming was estimated with repaving, and in some conditions only repaving or resurfacing was considered necessary.

This method was criticized and it was argued that the City had no right to insist on reconstruction of the trackage even though the requirements of good engineering and operating practice demanded that the track be reconstructed before the paving was placed so as to insure that the replaced pavement would last a reasonable length of time.

It is apparent that this point, from a purely legal view-point, was well taken inasmuch as franchises generally state, with regard to pavements, "to keep the same constantly in repair, flush with the street, and with good crossings."

Therefore, in the succeeding reports an effort has been made to estimate only the cost of repair by the simplest and cheapest method which can be used to place the pavement in such shape as to have smooth-riding qualities from the point of view of vohicular traffic and conform with the adjacent pavement. This, of course, will not give a first-class track but will, we believe give a pavement which will meet franchise conditions. It should be evident, however, that with the movement of street cars wer the poor sub-structure of ties and ballast, the paving will not last in shape for any considerable length of time. The maintenance of the track, rails, and ties is an obligation upon the Company so as to give safe transportation.

The estimate is calculated on the assumption of shimming the rails to grade, irrespective of the condition of rails and ties and replace two square feet of asphalt wearing surface and base, for each linear foot of rail, and the low space between rails to be filled in with asphalt wearing surface. This reduces the c st of the work very materially, as asphalt wearing surface and base is estimated at \$.26 per sq.ft., while asphalt wearing surface is estimated at \$.10 per sq.ft.

In the details for the various keys and in the totals, two items, namely "shim rail" and 'shim rail minimum" appear. The item "shim rail" is the amount of rail that is actually a shim job, while the "shim rail minimum" is the length of track that should be reconstructed but the cost is figured as shimming and equated as single rail length.

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The cases where basalt block paving is in use and in almost all cases it is in a very rough condition, the cost of repaving is based on laying the blocks flat and covering with asphalt wearing surface at an estimated cost of \$.18 per sq. ft.

The replacement of header blocks is not considered, as modern practice is to omit them, and we assume the replacement of the area from which they are removed with the class of pavement being used for the adjacent area.

Where concrete or brick pavement is existent in the contiguous pavement, the replacement is calculated for that class of pavement, as franchises in general state "be liable for the cost and expense of repairing and keeping in good order and repair with the same material as may be in use on the contiguous portion of the street."

The amount of brick or concrete pavement estimated to be used is very small compared to the amount of asphalt wearing surface and base.

In this report, inspectors were sent into the field who examined the track area in detail and made reports in detail, showing the location and nature of the defects in the track area. These records are too voluminous to be made a part of this report, but the form used is attached hereto and the field records are a part of the office record.

BUS PERMIT OBLIGATIONS

The bus permits were originally based on two different conditions, namely:

Ordinance No. 280 (Series of 1939) - Section 5.
"Thould Company at any time cease to operate cars the Company shall, within a reasonable time, remove the rails and repave the portion occupied by said rails."

Ordinance No. 510 (Series of 1939) - Section 4. "Should Company at any time cease to operate cars the Company shall, within three years from time of abandonment, remove the rails, ties, and overhead trolley wires, and repave the streets occupied by said rails and ties."

Various permits have been passed since and carry various periods of time within which to complete the track removal and repaying.

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West and present the court of the passes of the transfer of the view of them within the transfer of the view of th

Ordinance No. 1575 approved April 16, 1942, covered a joint agreement between Works Projects Administration, City and County, and Company for certain track removals. This program stopped due to essation of activities of Works Projects Administration and in the estimated cost the work remaining to be done was calculated as an obligation without further consideration of this ordinance.

Ordinance No. 2374 (Series of 1939) approved Sept. 24, 1943 and now being amonded is an agreement between the City and County, and the Company for division of the costs of certain track removals, but credit is not given for this anticipated work.

TRACK REMOVAL COSTS

In removing of rails, it was assumed that one foot of width was sufficient for removing each rail.
Cost of removing rails and repaving trench: Removing rails, per ft. of single track
Removing rails and ties, and bringing to subgrade - Per foot of single track \$2.40 Repaving 10 sq. ft. @ \$.26 2.60 Cost per ft. of single track \$5.00 Salvage \$16.00 per long ton
Fillmore Street Hill Line Cost of removing rails, burning off slot rails, fill cable trough, per ft. of single track
Sacramento Street Cable Line Cost of removing rails, per ft. of single track \$1.08 Resurface asphalt pavement, Single track 7.5 sq.ft. @ \$.10

The amount of salvage is based on weight of rails in the streets from data furnished by the Market Street Railway Company.

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TRACK REMOVAL OBLIGATIONS

Key No. 2 - 24th Street - South Van Ness Avenue to Rhode Island Street.

Last car November 5, 1939.

Date of completion of work - Ordinance No. 510 -

November 5, 1942.

This was a part of work to be done under Ordinance No. 1575 and was not done. It is now a part of work to be done as part of Ordinance No. 2374 and is estimated in this report as work to be done.

Key No. 7 - 14th Street - Valencia to Guerrero Streets. Last car April 16, 1942.

Date of completion of work - Ordinance No. 280 - reasonable time.

Is part of work to be done as part of Ordinance No. 2374 and is estimated in this report as work to be done.

Guerrero Street and San Jose Avenue, from Guerrero at 14th Street to San Jose Avenue at 30th Street; 30th Street from San Jose Avenue to Dolores Street (south track). Last car April 16, 1942.

Date of completion of work - Ordinance No. 280 - reasonable time.

This was a part of work to be done under Ordinance No. 1575 and was not done. It is now a part of work to be done under Ordinance No. 2374 and is estimated in this report as work to be done.

Monterey Blvd. - Genessee to Diamond Streets. Last car April 16, 1942.

Date of completion of work - Ordinance No. 280 - reason able time.

Is estimated in this report as work to be done.

Key No. 8 - Third Street - Channel to Mariposa Streets. This stretch of track was to have been removed in connection with the paving of this street. Car service had ceased on this line and is being resumed at the request of the Office of Defense Transportation during the duration of the war. No estimate was made of any work to be done on this section of the line except to relay a strip of basalt block pavement on the viaduct.

San Bruno Ave. - 3rd St. to Arleta Ave. Last car November 5, 1943.

Date of completion of work - Ordinance No. 510 - Nov. 2, 1943.

Service resumed at request of the Office of Defense Transportation.

Key No. 10 - Castro Street - Hill to Alvarado Streets.

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Dets if complete in of wook - Ordinary, . . 25. . . even

A y Marging Castro Street - Hill to alvende there ta.

Last car April 5, 1941.

Date of completion of work - Ordinance No. 763 - April 5. 1944.

It was estimated in this report as work to be done.

Key No. 10 - Divisadero Street - O'Farrell to Sacramento.
Last car April 5, 1941.

Date of completion of work - Ordinance No. 763 - April 5. 1946.

This was a part of work to be done under Ordinance No. 1575 and not done. It is now a part of work to be done under Ordinance No. 2374., and is totaled in this report as maintenance but also estimated for cost of removing and repaying.

Fillmore St. - Broadway to Marina Blvd. Last car April 5, 1941.

Date of completion of work - Ordinance No. 763 -

April 5, 1946.

This was a part of work to be done under Ordinance No. 1575 and was not done. It is now a part of work to be done under Ordinance No. 2374, and is estimated in this report as to be taken out from Broadway to Green Street and is totaled as maintenance from Green Street to Marina Blvd. also estitemated for cost of removel and repaying.

Key No. 13 - San Jose Ave. - Monterey Blvd. to Ocean Ave. Last car April 16, 1942. Date of completion of work - Ordinance No. 510 -

April 16, 1945.

Was part of work to be done under Ordinance No. 1575 and was not done.

Is estimated in this report as to be taken out.

San Jose Ave. - Ocean Ave. to County Line. Car service resumed March 17, 1943, at request of Office of Defense Transportation.

Key No. 14 - Army St. - Potrero Ave. to Third St. Ordinance No. 4559 (New Series) when cease to operate cars to remove rails and physical properties.

Last car - previous to September 1942.

Resumed service December 7, 1942, during peak hours, at request of Office of Defense Transportation.

Key No. 17 Page St. - Stanyan to Divisadero Sts.
One track not in use - estimated as maintenance in this report but really should be removed.

Stanyan Street - Oak to Page Sts. 250 ft. of single track which is of no use should be removed.

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Pillagre Ot. - Brew. wer t mention Plv. brute ore april -, 1991. Date of comflett a of work - Ornitamos P.

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Key No. 29 - Sacramento St. - Embarcadero to Fillmore St.; Clay St. - Embarcadero to Larkin St.; Larkin St. - Clay St. to Sacramento St.

Last car February 15, 1942.

Date of completion of work - Ordinance No. 1403 - February 15, 1947.

Key No. 30 - First St. - Folsom to Natoma Sts. Last car October 15, 1938. Ordinance No. 280. Date of completion of work - reasonable time. Was a part of work to be done under Ordinance No. 1575

Was a part of work to be done under Ordinance No. 1575 and was not done. It is now a part of work to be done under Ordinance No. 2374.

Is estimated in this report as work to be done.

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-			hemoval or	Tracks - cov	ered i	n Bus Peri	nits & Wri	hemoval of Fracks - Covered in Bus Permits & Written Agreements
Key	Street		From -	To	Ordin- Date	Date	Expira-	Reports
NO.					ance	ance LastCar	ti:n Date	
N	24th	ST CT	So.Van Ness	s Rhode Is.	510	510 11/5/39	11/5/42	Part of Ordinance No. 1575. Now
00	San Bruno	AVE.		3rd St Arleta Ave.	510		11/2/43	in Ordinance No. 2374. Part of Ordinance No.
-	1	400			1	1 1 1		vice resumed request of 0.D.
22	San Jose	AVE.		Mill - Alvarado Menterey BlvdOcean .	510	4/16/42	4/5/44	Part of Ordinance No. 1575.
13	San Jose	AVC.	Ocean ave.	Ave County Line	510	4/16/42	4/16/45	3/17/43 Scrvice resumed certain
10	Divisadero	St.	O'Farrell -	- Sacramento	763	4/5/41	94/5/4	hours request of 0.D.T. Part of Ordinance No. 1575. Now
10	Fillmore	St.	Broadway -	Marina Blvd.	763	4/5/41	94/5/4	in Ordinance No. 2374. Part of Ordinance No. 1575. Now
53	Sacramento		Embarcadero	o - Fillmore - Larkin	1403	2/15/42	2/15/47	in Ordinance No. 25/4. Fart of work done.
29	Larkin 14th	St.	Secramento Velencia	- Clay - Guerrero	1403	2/15/42	2/15/47 Reason-	Now in Ordinance No. 2374.
7	Chennand.						ante cme	
	San Jose 30th Monterey	St.	14th San Jose Genesee	- San Jose - Dolores	280	4/16/42		Now in Ordinance No. 2374.
	5				2003	24/07/4		No physical commedian to any other line.
74	Army	St.	Potrero Ave 3rd St.		4559	Prior to 9/42	When cease to	Resumed
30	First	St	Folsom	* Natoma	280	10/15/38	run cars Reason-	hours - request of 0.D.T.
Φ	Third	St.	Channel -	(510 - Mariposa (1041	(510 1041	11/2/40	able time	Part of Ordinance No. 1575. Now in Ordinance No. 274. In connection with paying of street - service resumed at request of 0.D.T.
	Ordinance I	No. 1	575 - Agreem	nent between C	ity &	County of	San Franc	Pederal Govern
	Ordinance I	No. 2 Marke	574 - approv t St. Ry. Co	An marks to the control of the contr	943. A	greement 1943. Mon	oetween Ci sy not dep	ounty of San Franci and contract not 1
	,	TITCO	or nerense	Transporter.		88		WOLK

Removal of Tracks

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FRANCHISES AND PERMITS IN QUESTION

Key No. 2 - 24th St. - San Bruno Ave. to Rhode Island St. No franchise except for use of poles under Res. No. 3889

(4th Series) approved January 16, 1900.

This line is listed in the "Amended Articles of Incorporation of the United Railroads of San Francisco" and in the "Declaration of Surrender."

Key No. 8 - Third St. - Channel to Mariposa Sts. Overhead replaced, car service resumed, and connection made to line north of Channel Street and section will not be removed at this time at request of Office of Defense Transportation.

No franchise found for Broadway from Mason to Powell Sts.

Key No. 11 - Sansome St. - Washington to Chestnut Sts. Do not find bus permit for this line.

Key No. 14 - Army St. - Potrero Ave. to Third St. Ordinance No. 4559 approved April 25, 1918 - is a permit, not a franchise - as a War Emergency - included in the Declaration of Surrender but do not see why. Res. No. 2526 approved March 31, 1942 - part of Bus Line No. 56.

September 1942 - no cars operating - track cut by spur. December 7, 1942 - track connected at spur and cars operating during peak hours at request of Office of Defense

Transportation.

Key No. 15 - Line No. 12 traverses a route from Ocean Ave. and Junipero Serra Blvd.; along Junipero Serra Blvd. to Sloat Blvd.; and along Sloat Blvd. to the Great Highway, and this portion of line has not been considered in this report.

Key No. 16 - Stanyan St. - Hayes to Fulton Sts. Order No. 2535 approved June 3, 1892 to the Ocean Beach Railway Company covers this section as a part of a larger line that was never constructed.

Key No. 16

Order No. 2541 approved June 3, 1892 to the Market Street Cable Railway Company includes this route and the fran-

chise expired on September 20, 1929.

Ordinance No. 101 (New Series) approved November 19, 1906 covers this line alone and is a revocable permit. The line was probably constructed under Ordinance No. 101. Order No. 2535 is not listed in the Declaration of Surrender.

Key No. 19 No bus permit for the loop. Beach St. - Polk to Larkin Sts.; Larkin St. Beach to

2 - Pach Ct. - San Bruno ave. U. En de Printy St. (Nah Series) as sever dar sevy it 19 ... This line is I wish in the "American Vitacon of the v

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tive company covers this continues a part of each con-

Buccar St. - Polk to werkin Sta.; barn in Co. Rent

North Point Sts.; North Point St. Larkin to Polk Sts. On June 30, 1943 more cars placed in operation at request of Office of Defense Transportation and that buses be utilized on runs to Hunters Point.

Key No. 21 - Bush St. - Fillmore to Webster Sts.; Webster St. - Bush to Sutter Sts.; Sutter St. - Webster to

Fillmore Sts.

This is traversed by Line B-4 and there appears to be no permit for it. It is a bus loop and the route was changed from that set up in Ordinance No. 510 (Series of 1939) approved February 28, 1940. The change was made at the request of the Police Department.

California St. - Farker Ave. to Arguello Blvd. Franchise granted to Stanford, Hopkins, et al by Order No. 1292 approved June 14, 1876, amended by Order No. 1489 approved February 21, 1879 to the California Street Railroad Company and Order No. 1538 approved Nov. 29, 1879 to the California Street Railroad Company extended the franchise to 50 years from date of approval. Have found no record of transfer of franchise from California Street Railroad Company to the Market Street Railway Company. This line is listed in the "Amended Articles of Corporation of United Railroads of San Francisco" and in the "Declaration of Surrender."

Presidio Ave. - Jackson to California Sts.
Franchise granted to Martin, Ballard, Adams, Magee,
et al by Order No. 1926 approved September 27, 1887.
This order refers to Order No. 1871 approved July 14,
1886 and Order No. 1882 passed over objections of Mayor on
November 11, 1886, and says "with the privileges and rights
and conditions contained in Order No. 1871 and Order No. 1882."
The City Attorney in his report states "cannot find any franchise other than No. 1926 which expired September 27, 1912."
It is included in the lines listed in the "Amended Articles of
Incorporation" and in the "Declaration of Surrender."

Order No. 1926 - Section 2 "upon all portions of said street which have been heretofore accepted by the City and County under the provisions of the Street Act, the said grantees ... shall, from and after the passage of this order, keep in good order and repair the surface of said accepted streets throughout the entire roadway thereof; and whenever any portion of said streets shall hereafter be accepted under the provisions of said Act, said grantees ... shall, after date of such acceptance, keep the surface of said streets in good order and repair throughout the entire roadway thereof."

This provision has never been enforced.

Key No. 25 - 20th Ave. - Lincoln Way to Wawona St. Ordinance No. 425 (New Series) approved May 12, 1908 for

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pranted to Studiond. We give, so al by ender No. 1982 agraeus June 14, 1676, amounted by Order No. 1939 agraeus 1 behavior 1979 to the California Cheest National Immediates and adapted 538 approved here. 2), 1849 to the California of met 4 11 and 538 approved here. 19, 1849 to the California of met 4 11 and val. Have found no record at francacion of franchisa there amount a Street Railroad Lompany to the Nacidet Street Walley Company. This line is listed in the America American approximation of Martial and Martial an

Presidio Ave. - deciments California Art. P auchies Principal to hearth, Bell and alwas, Mass,

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Key No. 65 - 20th over a literalm May be Wearn it. "gulmanna No. 45g (New Boates) and over 12g life have 25 years. Known as Parkside Franchise. Tracks revert to City.

Not mentioned in Declaration of Surrender.
Market Street Railway Company operates cars on a day
to day permit.

Key No. 26 - Judah St. - 5th to 9th Avenues.; 9th Ave.-Judah to Pacheco Streets.

Ordinance No. 1460 approved January 23, 1911 for 25 years to Thomas W. Forsyth - tracks revert to City.

Not mentioned in Declaration of Surrender.

Market Street Railway Company operates cars on a day to day permit.

Key No. 29
Order No. 1926 approved September 27, 1887.
Sacramento St. - Battery to Powell Sts.; Clay St. Battery to Stockton Streets.

Sec. 2. Calls for keeping in repair, full width of street roadway as stated in detail with reference to Presidio Avenue from Jackson to California Streets under Key No. 21. This clause has never been enforced. There is now special removal plan under Ordinance No. 1403 (Series of 1939) approved October 15, 1943. Bus operation started February 15, 1944.

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dulah St. - 5th to 9th Avenuer: 5th Ave.-

enoroyed January 23, 1911 for 35 .t yth - tracks revert to Mitty.

it - Bultery to Fevell Sta.; Glay St. - bedken Itagest.

ter. 2. Calls for bearing in repair, full wigth of three to stated in detail with reservate to Pres'ds verse - Trop to Cellstonia Streets ander May No. 21. This

MARKET STREET RAILWAY COMPANY Railway Car Routes

Key No.	Route No.	Route
21	1	From Ferry Building via Market Street, Sutter Street, Presidio Avenue, California Street, Sixth Avenue, Clement Street, 33d Avenue, Geary Blvd., to 45th Avenue.
21	2	From Ferry Building via Market Street, Sutter Street, Presidio Avenue, California Street, Parker Avenue, Buclid Avenue, Arguello Blvd., Clement Street, 33d Avenue, Geary Elvd., 48th Avenue to Sutro Baths.
21	3	From East Bay Terminal via Fremont Street, Market Street, Sutter Street, Fillmore Street, Jackson Street, Presidio Avenue to California Street.
21	l_{+}	From East Bay Terminal via Fremont Street, Market Street, Sutter Street, Fillmore Street, Sacramento Street, Lake Stroet and 6th Avenue to Fulton St. (From Fillmore and Sutter Streets to 6th Avenue and Fulton Streets; nights, Sundays, and Holidays Motor Coach #4.)
22	5	From East Bay Terminal via Fremont Street, Market Street, McAllister Street, Fulton Street and La Playa Street to Balboa Street.
26	6	From Ferry Building via Markot Street, Haight St., Masonic Avenue, Frederick Street, Clayton Street, Carl Street, Stanyan Street, Parnassus Avenue, Judah Street, and 9th Avenue to Pacheco Street.
214	7	From East Bay Terminal via Fremont Street, Market Street, Haight Street, Stanyan Street, Frederick Street, Lincoln Way, and La Playa Street to Balboa Street.
1	8	From Ferry Building via Market Street and Castro Street to 18th Street. Peak hours, over 18th Street to Market Street.
5	9	Alternate service from Ferry Building and East Bay Torminal via Market Street, Valencia Street, Mission Street and Cortland Avenue to Folsom St. Peak hours also along 29th Street from Mission Street to Noe Street.
12	11	From Ferry Building via Embarcadero, Mission St., 22d Street, Chattanooga and 24th Street to Hoffman Avenue. Return via 24th Street, Dolores Street and 22d Street to Mission Street.

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Key No.	Route No.	Route
15	12	From Ferry Building via Embarcadero, Mission St., Onondaga Avenue, Ocean Avenue, Junipero Serra Blvd. and Sloat Blvd. to Great Highway.
3	14	From Ferry Building via Embarcadero and Mission St. to Daly City.
25	17	From East Bay Terminal via Fremont St. Market St. Haight St. Stanyan St. Frederick St. Lincoln Way 20th Ave. and Wawona St. to 19th Ave.
19	19	From Market St. via Larkin St. Post St. and Polk St. to North Point St. (Peak hours AM and PM only). Motor Coach Route No. 19.
17	20	From 3rd and Townsend Sts. via Townsend St. 4th St. Ellis St. Hyde St. O'Farrell St. Divisadero St. Oak St. and Stanyan St. Page St. Divisadero St. Ellis St. 4th St. and Townsend St.
27	21	From Ferry Bldg. via Market St. Hayes St. Stanyan St. Fulton St. and 8th Ave. to Clement St.
20	22	From 3rd St. and 18th St. via 18th St. Connecticut St. 17th St. Kansas St. 16th St. Church St. Duboce Ave. Fillmore St. to Broadway.
6	25	From 5th and Market Sts. via 5th St. Mission St. 6th St. Bryant St. Army St. Bayshore Blvd. San Bruno Ave. to Wilde Ave. (Peak hours AM and PM only). Motor Coach Route No. 25.
11	27	From 2nd and Market Sts. via 2nd St. Bryant St. 26th St. to Mission St. (Peak hours AM and PM only). Motor Coach Route No. 27.
23	31	From Ferry Bldg, via Market St. Eddy St. Turk St. and Balboa St. to 30th Ave. Return via Balboa St. Turk St. Mason St. Eddy St. and Market St.
4	36	From Ferry Bldg, via Embarcadero, Howard St. Steuart St. Folsom St. and Precita Ave. to York St. (Peak hours AM and PM only). Motor Coach No. 36.
17	40	From 5th and Market Sts. via 5th St. and Mission St. to Daly City, Colma, San Bruno, Millbrae, Broadway, Burlingame and San Mateo.
14		Army St Potrero to Third St. War emergency line.

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ondara Avenue, Gesan Avenue, Junipero Serna and Glest Blyd, to Greet Highway.	, <u>1</u> 1	* 1 *
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From East Bay Terminal via Fremont St. Marrot St. 20th Ave. and Wowns ft. to 19th Ave.	7.6	
From Market St. via Larkin St. Post St. end Filk St. to North Point St. (Feak hours As and TM only). Motor Coach Route No. 19,		101
From 5rd and Towncend Sts. via Townsend St. Net St. Ellis St. Note St. Sterrell St. Divisadenc St. Oak St. and Stervan St. Paye St. Divisadenc St. Fills St. "th St. and Forncend St.	-	71
St. Pulton St. and Sth Ave. to Clement St.	1%	19
Ave. Fillmore (t. to Bredway,		
From 5th and Market Sus, via 5th St. Mission St.	70	
Pros Std and Market Cts. v a Ond St. Brencht St. Soth St. to Micrion St. (leak house AM and . B orly). Motor Conch Route No. 27.		11
Prom Perry Mide, via Market Mt. eddy Rt. Turk Ca. and Halbed St. to Joth Avs. Fokums via helion St. Turk St. Marco St. Fedy St. and herket Ct.		
Trom Perry Fldg. via Prbareadero, Heward Rt. Towart St. Prlang St. and Presite Arc. to Yes. St. (Feak hours AM and PM only). Meter Claub		
From Sch and Markot Sto. vdo Sto St. and Mt. on St. to Delv Sity, Miles, San Brune, Millions,		

TRACKLESS TROLLEY COACH

		TRACKLESS TROLLEY COACH
Key No	Route No.	Route
	33	Trolley coach from 3rd and Harrison Sts. via 3rd St. Bryant St. 4th St. Harrison St. 14th St. Folsom St. 18th St. Market St. Clayton St. Ashbury Terrace and Waller Sts. to Stanyan St. Return via Stanyan St. Haight St. Shrader St. Waller St. and same route.
		CABLE CAR ROUTES
27	Cable Car	From Powell and Market Sts. via Powell St. Jackson St. Mason St. Columbus Ave. and Taylor St. to Bay St.
28	Cable Car	From Powell and Market Sts. via Powell St. Jackson St. Steiner St. and Washington St. to Fillmore St. Return via Washington St. and Powell St. to Market St.
		MOTOR COACH ROUTES
8	15	Motor Coach from Sunnydale Ave. via 3rd St. Kearny St. Broadway and Powell St. to Bay St, Alternate route - Sunnydale Ave. Santos St. Geneva Ave. to Mission St.
8	16	Motor Coach from Southern Pacific depot via 3rd St. Kearny St. Broadway and Embarcadero to Ferry Bldg.
	23	Motor Coach from Richland Ave. and Andover St. via Richland Ave. Mission St. Bosworth St. and Diamond St. to Monterey Blvd.
	24	Motor Coach from 26th and Castro Sts. via Castro St. Divisadero St. Jackson St. Fillmore St. Broadway, Steiner St. Union St. and Ellmore St. to Marina Blvd.
	26	Motor Coach from Sansome and Washington Sts. via Sansome St. Bush St. First St. Mission St. 18th St. Guerrero St. San Jose Ave. 30th Ave. Chenery St. Diamond St. San Jose Ave. to Daly City.

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colley coach from 3rd and Harrison Str. via "nd St. Ermart St. 4th St. Merricon St. 14th Ut. Terraco and Weller Sts. to Stanyan St. Belurn via Stanyan St. Height St. Shrudor St. Vellor St. and

Them Powell and Market Sts. via Yow.11 St. Jackson St. Masen St. Columbus Ave. and Taylor St. to Day St.

From Powell and Market Sta. vin Powell St. Jartson St. Statuer St. and Mashington St. to Fillmone st. E tunn via Washington St. and Powell St. to

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Meanny St. Breadway and cowell St. to Day St.

Motor Coach from Southern Pacific depot via 3nd t. Kearny 3t. Broadway and Embarcade" to Ferry

Hailand ave. Mission St. Bosventh St. and Danmind St. to Finterior State

Motor Scath from Soth and Castro Sta. via Castro Live of the Control of the Castro State of Castro St. Engaging Steiner St. Un on St. and Milmore St. to hardne Flud.

Metor Corch Prom Sapense and Weshington Pto, via St. Gusmano St. Sen Jear Ave. 50th Av. Chem. or St. Diamond St. Sen Jear Ave. to Daly Ste.

Key No.	Route No.	Route
	28	Motor Coach from Ferry Bldg, via Embarcadero, Howard St. Steuart St. Folsom St. 2nd St. Townsend St. and 3rd St. to Southern Pacific depot.
	35	Motor Coach from 24th and Rhode Island Sts. via 24th St. Valencia St. Mission St. and 29th St. to Noe St.
	41	Motor Coach from Southern Pacific depot via 3rd St. Brannan St. and 2nd St. to Market St. Return via Market St. First St. Mission St. and 2nd St. to Townsend St.
	42	Motor Coach from Southern Pacific depot via 3rd St. Kearny St. Bush St. and Sansome St. to Chestnut St. Return via Battery St.
	43	Motor Coach from Southern Pacific depot via 3rd St. and Kearny St. to Broadway
	50	Motor Coach from Bay Shore Blvd, via Sunnydale Ave. Schwerin St. Geneva Ave. South Hill Blvd. Chicago Way, Cordova St. Frague St. Naples St. Geneva Ave. Mission St. Amazon Ave. London St. to Geneva Ave.
	51	Motor Coach from Mission St. and Silver Ave. via

- Mission St. Craut St. Maynerd St. Silver Ave. to Quint St.; on Quint St. to Oakdale Ave.; on Oakdale Ave. to 3rd St.; on 3rd St. to Palou Ave.; on Palou Ave. 3rd St. to Silver Ave.

 Motor Coach from Mission St. and Brazil Ave. vis
- 52 Motor Coach from Mission St. and Brazil Ave. via Mission St. Excelsior Ave. Vienna St. Prague St. Russia Ave. Moscow St. Amezon Ave. Naples St. and Brazil Ave. to Mission St.
- Motor Coach from 16th and Bryant Sts. via 16th St. San Bruno Ave. 19th St. Vermont St. 20th St. Rhode Island St. Southern Heights Blvd. 22nd St. and Wisconsin St. 25rd St., Connecticut St. to 25th St. Return via Dakota St. 23rd St., Wisconsin St. and same route.
- Motor Coach from 3rd St. and Evans Ave. via Evans Ave. Hunters Point Blvd. and Galvez Ave. to Hunters Point.
- 55 Motor Coach from Sacramento St. and Fillmore St. via Sacramento St. to Embarcadero to Clay St. to Larkin St. to Sacramento St. to Webster St. to Clay St. to Fillmore St.and Sacramento St.

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John Ochet from Perry Bldg, via Embarcadero, oward St. Stevart Ct. Follow St. and St. Embard St. and 3rd St. to Boat on Facilia Schot.

tor Coach from 24t and R.ode Island Ste. vit. t. t. Val.mela St. Missism St. and 22th 3t.

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Motor Coach from Candlestick Drive and Blanken Ave. via Blanken Ave. Tunnel Ave., Bayshore Blvd. to 3rd St. Also from Bayshore Blvd. and Blanken Ave. via Blanken Ave. to Tunnel Ave., Also from Bayshore Blvd. and Blanken Ave. via Bayshore Blvd. to Tunnel Ave.

Motor Coach from 3rd St. and Fitzgerald Ave. via Fitzgerald Ave., Ingalls St., Gilman Ave., Jennings St., Fitzgerald Ave. to 3rd St.

Motor Coach 3rd St. and Palou Ave. via Palou Ave., Access Road to Naval Drydock at Hunters Point and return along same route.

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INDEX BY STREETS OF LINE NOS. & KEY NOS.

Street	Line No.	Key No.
Army St. Ashbury St. Balboa St. Broadway Bryant St. Castro St. Castro St. Clayton St. Clayton St. Clement St. Connecticut St. Cortland Ave. Divisadero St. Eighteenth St. Eighteenth St. Eightenth St. Eightenth St. Fourtes St. Fourtes St. Fourtes St. Fourtes St. Fourth St. Fulton St. Guerrero St. Haight St. Harrison St. Harrison St. Hayes St.	6 31 15-16 25 6 22 Cable 6 1-2 22 9 B-24 22 31 8 22 21 20 2 20 2 20 20 36 20 37 6 7 7 32	26 23 8 6 26 29 29 20 29 20 20 20 20 20 20 21 20 20 20 20 21 20 20 20 20 20 20 20 20 20 20 20 20 20
Harrison St.	33 21 36 Cable 36 22	-
Lake St. La Playa Larkin St. Lincoln Way Market St. Mason St.	15-16 4 7 19 7 8 Cable 31	21 24 19 24 9 27 23

INDEX BY STREETS OF LINE NOS. & KEY NOS. (continued)

Street	Line No.	Key No.
Masonic Ave.	6	26
Mc Allister St.	5 14	22
Mission St.		3 26
Ninth Ave.	6	
Ninth St.	19	19
Oak St.	20	17
Ocean Ave.	12	15.
O'Farrell St.	20	17
Page St.	20	17
Parker Ave.	2	21
Parnassus Ave.	6	26
Polk St.	19	19
Post St.	19	19
Powell St.	Cable	27
Powell St.	15	8
Precita Ave.	36	4
Presidio Ave.	1-2-3	21
Sacramento St.	Cable	29
Sacramento St.	4	51
San Jose Ave.	26	7
Seventeenth St.	55	20
Sixteenth St.	55	20
Sixth Ave.	4	21
Stanyan St.	6	26
Steiner St.	Cable	28
Steuart St.	36	4
Third St.	15-16	8
Thirty-Third Ave.	2	21
Turk St.	31	23
Twentieth Ave.	17	25
Twenty-fourth St.	11	12
Twenty fourth St.	35	2
Twenty-ninth St.	9	5 12
Twenty-second St.		12
Twenty-sixth St.	27	11
Valencia St.	9 33	. 5
Waller St.		-
Washington St.	Cable	28

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City Attorney's Opinion on Obligation of Street Railway Company to Repave Streets.

April 29, 1926.

Mr. John D. Badaracco, Board of Supervisors, City Hall.

Dear Sir:

You requested me to advise you if the Market Street Railway Company could be compelled to keep in repair the portions of the streets occupied by it.

Section 498 of the Civil Code provides that in addition to the restrictions set forth in the franchise granted the railway company a strict compliance with conditions enumerated was imposed on the company. Until 1921, the second condition set out under section 498 read as follows:

"Second: To plank, pave, or macadamize the entire length, of the street used by their track between the rails and for two feet on each side thereof and between the tracks. If there be more than one, and to keep the same constantly in repair flush with the street and with good crossings."

In 1921 the section quoted was repealed. However, an examination of the franchises granted the individuals and the companies, which were later transferred to the Market Street Railway have set forth in the franchise the language similar to the following:

The grantee operating under this franchise shall be required to pave the space between the rails and for two feet each side thereof, and between the tracks if there be more than one, upon the streets, whereon said tracks are to be laid, and to keep the same in good condition and repair under the supervision and to the satisfaction of the Board of Public Works of the City and County."

The language last quoted has not been employed in all of the franchises that were granted as some of them state that the franchises are given under the terms provided for in the franchise and "upon such terms, conditions, and restrictions as are now or may be hereafter imposed by the laws of the State of California, especially as prescribed in Section 498, 500, 502 and 503 of the Civil Code of this State."

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April 29, 1926,

John D. Badaracco, Board of Supervisors, City Hall,

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You requested me to advise you if the Market is not Railway Company oruld be compelled to keep in the portions of the streets occupied by it.

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As the second section of Section 498 of the Civil Code was in effect at the time the franchises were granted the mere repealing of this portion does not relieve the Market Street Railway of its liability to keep "constantly in repair" the street between the rails and for two feet on each side thereof.

In the event the Market Street Railway Company fails to make repairs after having been requested to do so, I believe you would be justified in ordering the work done and recovering from the Market Street Railway for the cost of the work.

Yours truly.

JNO. J. O'TOOLE City Attorney

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City Attorney's Opinion Relative to 9th St.
Keep Existing Style of Pavement in Repair from Curb to Curb.

You are advised as follows:

That Section III of Order No. 1907 of the Board of Supervisors, approved April 14, 1887, granted a franchise to the Sutter Street Railroad Company along and upon certain streets, among which streets was Ninth Street, commencing at the intersection of the northerly line of Mission Street, and thence running southerly and along and upon Ninth Street to the southerly line of Brannan Street, contains a clause that the said Sutter Street Railroad Company, its successors or assigns, are granted said rights and privileges on condition that whenever any of the streets, or portion of streets, over which said railroad is operated hereunder, have been or shall be accepted by the City and County, that the said grantees, their successors or assigns, from the period of expiration of any present existing franchise over said streets, or portions of said streets, shall thereafter, during the continuance of this franchise, keep the entire roadway of said streets, or portions of streets, in good order and repair; otherwise, the franchise shall become and be null and void.

That Section 497 of the Civil Code of the State of California, gave to the Board of Supervisors of the City and County of San Francisco at the time of the adoption of Order No. 1907, the power to grant said franchise under said restrictions and limitations, and upon such terms as the Board of Supervisors of the City and County of San Francisco might provide.

That the said franchise so granted by said Order No. 1907, was assigned to the United Railroads of San Francisco, a corporation; that the United Railroads of San Francisco is bound by the terms and conditions of said franchise to the same extent as was the Sutter Street Railroad Company; that said franchise constitutes a contract between the City and County of San Francisco and the United Railroads of San Francisco; that under Section III, the United Railroads is obligated to keep in good order and repair the entire roadway from curb to curb of Ninth Street from the intersection of the northerly line of Mission Street to the southerly line of Brannan Street; that the period of commencement of said obligation was contingent upon two things: namely, the expiration of any franchise over any streets, or portions of streets, mentioned in Order No. 1907, and the acceptance of said streets, or portions of streets, by the City and County of San Francisco; that the records do not disclose any franchise other than the one granted by Order No. 1907, over or

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along that portion of Ninth Street under consideration; that Ninth Street and the crossings thereon, from the intersection of the northerly line of Mission Street and the southerly line of Brannan Street, as far as the records disclose, exclusive of that portion of Ninth Street between Harrison and Bryant Streets, and the crossing of Harrison and Ninth Streets, were accepted by the City and County of San Francisco on the Dates and by the ordinances hereinbefore mentioned.

That the United Railroads of San Francisco is not obliged to put down a new and improved pavement on said portion of Ninth Street, but the said company is obliged to keep in good order and repair the same from curb to curb; in other words, the records disclose that said portion of Ninth Street was paved with basalt blocks, and that said pavement was accepted by the City, and that while the United Railroads can be compelled to repair and ke p in good order said basalt block pavement, it cannot be compelled, under its contract with the City and County of San Francisco, to repave said portion of Ninth Street with, for instance, bitumen or asphalt. In the event, however, that the City and County shuld repave Ninth Street between the points mentioned with a new and improved pavement, the United Railroads Company would be required to keep said street in good order and repair, said repairs to conform to the new and improved style of pavement.

Respectfully,

PERCY V. LONG

City Attorney

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REMOVAL OF TRACKS OF STREET RAILWAY COMPANIES AT EXPIRATION OF FRANCHISE

The Board of Supervisors by Resolution No. 5109 (N.S.) adopted January 3, 1910 directed the Clerk of the Board to publish a book containing copies of all franchises granted by the Board of Supervisors and resolutions affecting the same.

The book entitled, "Book of Franchises" contains among other things, a tabular statement and index of street railway franchises, laws governing granting of street railway franchises, street railway franchises, and ordinances and resolutions affecting franchises.

In no street railway franchise printed in the book is any provision made for the removal or disposition of rails or tracks upon the expiration of the franchise.

Resolution No. 351 (Fourth Series) adopted December 6, 1897 (page 204) accepts the offer of the Market Street Railway Company to surrender its franchise on Fell Street, Franklin Street and Oak Street "upon condition, nevertheless, that within ninety days from and after the passage of this resolution all of the said tracks and rails be taken up and removed and said parts of streets be restored to their present condition, as to the character of pavement to be constructed to the satisfaction of the Superintendent of Streets, which pavements to be laid must correspond and be similar to the pavements now leid on said streets."

Ordinance No. 123 (Page 208) accepts and consents to the abandonment on Montgomery Street and other streets, "provided, all tracks, poles and other obstructions are taken up at the expense of the Market Street Railway Company, and the roadways of the streets and the sidewalks repaved and restored by said Market Street Railway Company to a uniform condition, to the satisfaction of the Board of Public Works."

Resolution No. 950 (page 212) says in part "Resolved, That the Market Street Railway Company is requested and directed to remove all abandoned and unused tracks, holes and other obstructions and abandoned cable slot apparatus and to repave the same with pavements like that of the streets through which the said tracks are laid;..." (Specifically states streets on which work is to be done.)

The charter which became operative on January 8, 1900 in Article II, Chapter II, Section 6 (page 7 Book of Franchise) provides:

"If any bid be accepted the franchise must be granted

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upon the express condition ... and that at the end of the term the road-track and bed of such railway and all its stationary fixtures upon the public street shall become the property of the City and County; "No specific provision was made in any of the franchises granted after January 8, 1900 for the track, etc. reverting to the City upon the expiration of the franchise.

Journal of Proceedings - Board of Supervisors - Dec. 5, 1938 pp. 204
"City Attorney stated that in his opinion it would be an obligation of the Company to remove car tracks upon abandonment of any of the car lines but suggested that the Board come to some agreement thereon with the Company in advance of voting abandonment."

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SUMMARY OF ESTIMATED MINIMUM COST

	SOMMANT OF ESTIMATED MINIMON COST			
Key No.		Line No.	Cost to Pave	Cost to Pave and Shim or Remove Rail
1	Market Castro	8	\$ 45,265.78	\$ 151,654.78
2 345678	24th-So.Van Ness to Rhode Island Mission St. Folsom St. Valencia St. & branches Bryant St San Bruno Ave. Sunnyside-Guerrero 3rd-Kearny-Powell &	B35 14 36,B36 9 25,B25 B10,B26	4,509.44 53,341.28 6,055.30 47,145.00 13,786.94 32,444.12	9,308.00 172,564.28 10,355.80 126,540.00 33,400.94 53.637.88
9 10 11	Branches 18th-Castro West Castro-Divisadero-Fillmore 26th-No. end Sansome St.	B15,B16 8 B24 27,B27,	38,610.34 1,976.20 6,016.36	86,513.70 3,116.20 10,283.45
12 13 14 15 16 17 18 19 20 21 22 23 24 25* 27 28	22nd 24th-West of Mission San Jose Ave. Army-Potrero to Jrd. Ocean AveIngleside Hayes St. 4th-Ellis-O'Farrell Emergency Lines 9th-Polk-Larkin Fillmore St. Sutter St. McAllister-Fulton Turk-Eddy-Balboa Haight-Lincoln Way Haight-Masonic Powell-Mason (Cable) Washington-Jackson (Cable)	12, B2(, 29, B42) 11 12 21 20 19, B19 22 1, 2, 3, 4 5, 31 7 17 6	14,983.16 5,730.04 1,410.80 238.48 12,657.80 24,035.88 30,691.68 4,066.18 9,073.28 34,105.48 65,009.72 41,337.82 68,25,903.24 7,872.68 5,227.12 3,659.18	33,841.16 18,819.04 1,830.98 290.98 52,343.30 75,008.88 88,733.68 32,777.78 97,202.98 217,496.72 154,449.82 27,402.18 88,388.74 24,066.68 16,315.18
29 30 Day	Sacramento-Clay (Cable) 1st StFolsom to Natoma to Day Permit		25,430.56 3,779.10 \$571,589.64	43,465.80 7,331.90 \$1,653,674.50
*	Key 25 - 20th Ave. Lincoln-Wawona Key 26 - Judah St5th-9th Av 9th AveJudah to Pacheco	е.	25,700.50 2,118.76	80,150.50
			\$ 27,819.26	\$ 86,385.26

In many instances the entire roadbed should be rebuilt and new steel and new ties placed, but as this report is based on franchise obligations only, it shows the minimum cost of placing the pavement within the track areas in good condition. It therefore sets up the lesser cost of shimming rails where total reconstruction may actually be necessary.

The Market St. Ry. Co. reports expenditures of \$156,599 from July 1, 1943 to Dec. 31, 1943. This equates to \$37,636.26 as allowance for work done. The work done had to be credited on the same

basis as originally charged as a liability.

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(Rejort on paving obligations of Market Street Railway Company)

Dec. 31, 1943

RECAPITULATION OF TYPES OF WORK REQUIRED

	Unit of Work	Amount of Work	Est. Unit Cost	Est. Cost
Asphalt Pavement and Base	3q.Ft.	1,737,623	. 26	\$451.781.98
Asphalt Top	3q.Ft.	805,586	.10	80,558.60
Asphalt Top on Basalt Block Base	3q.Ft.	191,972	.18	34,554.96
brick Pavement	3q.Ft.	2,257	.50	1,128.50
Concrete Pavement	3q.Ft.	10,232	.30	3,069.60
Relay Basalt Block Pavement		800	.12	96.00
Shim - Lineal Feet of Rail	Lin.Ft.Rail	584,785	1.50	877,177.50
Shim - Lineal Feet of Cable Rail	Lin.Ft.Rail	11,043	1.25	13,803.75
*Shim - Lineal Feet of Rail	Lin.Ft.Rail	92,860	1.50	139,290.00
*Shim - Lineal Feet of Cable Rail	Lin.Ft.Rail	1,940	1.25	2,425.00
Remove Single Track	Lin.Ft.Track	37,883	1.08	40,913.64
Remove Single Track Cable Track	Lin.Ft.Track	21,603	1.08	23,331.24
Remove Single Track - Bring to Subgrade	Lin.Ft.Track	1,615	2.40	3,876.00
Remove Single Track, Cable Slot, Cut off Yokes	Lin.Ft.Track	1,429	2.57	3,672.53
Salvage Rails	Total Es Long Tons	Total Estimated Cost	16.00 \$1	\$1,675,679.30 22,004.80
* Read bed should be reconstructed. Minimum	Net Esti	Net Estimated Cost	4	\$1,653,674.50

Work to allow for pavement repairs is set up as "shim rails."

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Line Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 17, 21, and 31

MARKET ST. EMBARCADERO to CASTRO ST. CASTRO ST. MARKET ST. 18TH ST. to

ORIGINAL FRANCHISES

ITEM 1 ORDER NO. 1514 - Approved Sept. 20, 1879. To Market St. Railway Co. of S.F. Acceptance filed Sept. 23, 1879. Sec. 1. First - Commencing at City Front,

thence on Market St. to 17th St. Sec. 2. Sections 498,500 and 502 of Civil

Code of California apply.

Sec. 8. Clause A applies.
ORDER NO. 1676 - Approved June 5, 1882. Amends Order No. 1514. Does not affect this line.
ORDER NO. 2289 - Passed over Mayor's
objections Dec. 9, 1890. Supplementary to Order

Nos. 1676 and 1514. Does not affect this line. ORDER NO. 1523 - Approved Nov. 14, 1879.

To North Beach and Mission Railroad Co. of S.F.

Acceptance filed Sept. 23, 1879.

Sec. 1. Market St. from Ferry Landing to and along California St. is to another company. Same requirements as Order No. 1514 and also Sec. 499 of Civil Code for joint use of tracks.

ORDER NO. 1524 - Approved Nov. 12, 1879. To Central Railroad Co. of S. F.

Acceptance filed Nov. 13, 1879.

Sec. 1. Crossing Market St. from Taylor St. to 6th St., into and along Market St. from Turk St. to Dupont St., (now Grant Ave.); also along Market St. from Bush St. to City Front.

Sec. 2. Sections 498,500 and 502 apply. ORDER NO. 1531 - Approved Nov. 28, 1879.

To City Railroad Co.

Acceptance filed Dec. 1, 1879. Sec. 1. Second - Market St. from 5th St. to Dupont St.; also Market St. from Sutter St. to City Front.

Sec. 2. Sections 498,500 and 502 apply. Sec. 7. Clause "A" applies.

ORDER NO. 1525 - Approved Nov. 14, 1879. To Sutter St. Railroad Co.

Acceptance filed Nov. 21, 1879. Sec. 1. First - Market St. from City Front to and into Sutter St.

Sec. 2. Sections 498,500 and 502 apply. Sec. 5. One other corporation right to operate for five blocks.

Sec. 8. Clause "A" applies.

ORDER NO. 1532 - Approved Nov. 28, 1879. To Omnibus Railroad Co. of S. F.

Acceptance filed Nov. 29, 1879.

Sec. 1. Market St. from 2nd St. across to Sansome St. Market St. from 3rd St. along and across to Montgomery St.; also Market St. from Montgomery St. to end of Market St. at Oakland Ferry.

Sec. 2. Sections 498,500 and 502 apply. Sec. 5. Section 499 joint use applies.

Sec. 8. Clause "A" applies.

ORDER NO. 1539 - Approved Nov. 29, 1879. To North Beach & Mission RR Co., Central RR Co., et al.

Acceptance filed Dec. 6, 1879.

Sec. 1. Market St. from Turk St. to City Front with connections to any of connections of corporations mentioned.

Sec. 2. Sections 498,500 and 502 apply.

Sec. 8. Clause "A" applies.

To Omnibus Railroad & Cable Co., successors to Omnibus Railroad Co.

Acceptance filed Nov. 20; 1882. Only for crossing of Market St. at 10th St. Not listed in orders surrendered.

Sec. 2. Sections 498,500, 502 and 503 apply. Sec. 4. Section 499 joint use applies.

ORDER NO. 1890 - Passed over Mayor's objections Dec. 27, 1886; to A. W. Rose, Jr. et al. Acceptance filed Dec. 29, 1886. Applies only to crossing Market St. from 10th St. to Fell St.

ORDER NO. 2449 - Approved Oct. 2, 1891, to A. W. Rose, Jr., et al. Supplementary to Order No. 1890. Does not affect this line. Not listed in orders surrendered.

ORDER NO: 2458 - Approved Oct. 21, 1891, to A. W. Rose, Jr., et al. Supplementary to Order No. 1890. Does not affect this line. Not listed

in orders surrendered.

ORDER NO. 208 - (Second Series) in Board of Supervisors July 31, 1899 to Market St. Railway Co.

Acceptance filed Aug. 16, 1899. Crossing of Market St. - Taylor St. to 6th St. bids received for privilege.

ORDER NO. 2312 - Approved Dec. 20, 1890. To City Railroad Co.

Acceptance filed Dec. 26, 1890. Crosses Market St. from Potter St. (now 12th) to Page St.; also from Brady St. to Page St.

ORDER NO. 2541 - Approved June 3, 1892. To Market St. Cable Railway Co. Acceptance filed June 9, 1892. Grants extensions to lines mentioned in Order Nos. 1514, 1676, and 2289, but does not affect this line.

R-4

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ORDER NO. 1875 - Not approved by or returned with objections. Became law Oct. 9, 1886. To Market St. and Fairmount Railway Co. Acceptance filed Oct. 18, 1886. Castro St. at or near its junction with Market St., with privilege of connecting with Market St. Cable Railway Co., thence along Castro St. to 26th St. Sec. 2. Sections 498,500 and 502 apply.

OPERATE WITH

· ORDINANCE NO. 20 (New Series) - Approved June 12, 1906, to United Railroads of S. F.

Sec. 1. Operate all its cable lines, as far

Sec. 6. Clause "A" applies.

as grades permit, by electricity.
Sec. 3. Highly ornamental poles along Market St. from Ferry to Valencia St., and on each pole install and maintain, at its expense and without expense to City, electric lights. First class iron poles, lay feed wires underground on Market St. from Ferry to Valencia St.

OPERATING PERMIT

From February 9, 1931 for 25 years.

JOINT OPERATION Market St. Ry. Co. Approved Nov. 19, 1912. & Municipal Ry.

ORDINANCE NO. 2096 (New Series) -

Sec. 3. Joint ownership and use of outer tracks and overhead equipment, except poles between Sutter St. and City Front, and each pay half of repair and maintenance as determined by Board of Public Works.

Sec. 9. This agreement shall cover the socalled loops at City Front or other loops that may be constructed.

ORDINANCE NO. 1243 - Approved July 1,1941 Sec. la. City abandon outer tracks Valencia to Castro Sts.

Sec. lb. City by agreement between Market St. Ry. Co. and Public Utilities Commission will remove at cost of city, the inside rails and reconstruct with crossovers from outside tracks east of Valencia St.

Sec. lc. When said tracks west of Valencia St. are constructed, tracks to be used jointly under terms agreed upon. Tracks shall belong to City and be maintained by Public Utilities Commission.

Sec. 1d. Market St. Ry. Co. maintain present trolley System and supply power at terms to be agreed upon.

Sec. le. Terms as to right of way, operation and removal, and reconstruction to be agreed upon. 100 - 100 - 100 - 2011 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100

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droning to the control of the policy of the

a fit on a par to higher of the sum to a deposit . But it is a few of the end of the contract who is a few well April 15, 1942 - Letter of Manager of Public Utilities to Director of Works Wilder. Agreement made as to terms between Market St. Ry. Co. and Public Utilities Commission - special work ordered but not delivered. Nothing to be done until after the war.

Resolution No. 3539 N.S. passed Supervisors Aug. 9, 1943. Intention to remove outer tracks and relay inner tracks but in the meantime Company should repair inner tracks as they are a menace to auto tires.

BUS PERMITS

ORDINANCE NO. 280 - Approved Sept. 9, 1939, for unexpired term of operating permit Market St. - 2nd St. to 1st St. (Bus Line #27).

ORDINANCE NO. 1611 - Approved May 5,1942.

Amends Ordinance 280. No change as regards

this line.

RES. No. 1476 - Approved Nov. 17, 1940, revocable permit. Crossing Market St. from Fremont St. to Front St. and from Bettery St. to First St. (Part of Bus Line #26).

ORDINANCE NO. 2685 - Approved June 9, revocable permit. Changes route of Res. 1476 but not as regards this part of line.
ORDINANCE NO. 763 - Approved July 29, to expiration of operating permit. Castro

1940, to expiration of operating permit. Castro St. from 26th St. to Divisedero St. (Part of Bus Line #24).

ORDINANCE NO. 930 - Approved Nov. 19, 1940. Amends Ordinance No. 763. Foes not change Castro St. route.

ORDINANCE NO. 1487 - Approved Jan. 6, 1942. Amends Ordinance No. 763. Does not change Castro St. route.

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KEY NO. 1

As of Dec. 31, 1943

MARKET ST. - EMBARCADERO TO VALENCIA ST.

Asphalt Pavement & Base "Top Shim Rail "(Minimum)	82,244 sq.ft. @ \$.26 12,835 " " .10 43,906 lin.ft. 1.50 162 " " 1.50	\$ 21,383.44 1,283.50 65,859.00 243.00 \$ 88,768.94
	VALENCIA TO CASTRO ST. onstruction by City after	War)
Asphalt Pavement & Base "Top Shim Rail " (Minimum)	63,194 sq.ft. @ \$.26 17,224 " " .10 2,814 lin.ft. 1.50 17,324 " " 1.50	\$ 16,430.44 1,722.40 4,221.00 25,986.00 \$ 48,359.84

CASTRO ST. - MARKET TO 18TH STS.

Asphalt Pavement & Base	7,020 sq.ft. 2,080 " "		1,825.20
Shim Rail (Minimum)	2,080 lin.ft.	1.50	3,120.00 5,153.20

OUTER TRACKS - EMBARCADERO TO SUTTER ST.

Asphalt Pavement & Shim Rail	9,280 sq. 4,640 lin	ft. @ \$	\$	2,412.80
			\$	9,372.80

\$151,654.78

				1-2-7-2	
	Asphalt Pavement & Base Sq. Ft.	Asphalt Top Sq, Ft.	Shim Rail Lin.Ft.	Shim Rail Min. Lin.Ft.	Cost
Market St. (Embarcadero to Valencia)	82,244	12,835	43,906	162	\$88,768.94
Market St. (Valencia to Castro) Castro St. (Market St.	63,194	17,224	2,814	17,324	48,359.44
to 18th St.) Market St.(Outer Tracks	7,020	2,080	- -	2,080	5,153.20
Embarcalero to Sutter St.)	9,280	-	4,640		9,372.80

161,738 32,139 51,360 19,566 \$42,051.88 \$3,213.90 \$77,040.00 \$29,349.00

\$151,654.78

\$86,051.88 &5,813.90 \$77,047.00 \$86,549.74

Care and a property

KEY NO. 2 Line No. B35 1.* KANSAS ST. - 24TH ST. - KANSAS ST. - 24TH ST. to 25TH ST. to RHODE ISLAND ST. 3* RHODE ISLAND ST. - 25TH ST. to 24TH ST.

24TH ST. - RHODE ISLAND ST. to VALENCIA ST.
VALENCIA ST. - 24TH ST. to MISSION ST. (Key No. 5)
MISSION ST. - VALENCIA ST. to ST. (Key No. 5)
29TH ST. - MISSION ST. to CASTRO ST. (Key No. 5)

8.* CASTRO ST. - 29TH ST. - CASTRO ST. to 30TH ST. 9.* 30TH ST. to NOE ST. 10.* NOE ST. - 30TH ST. to 29TH ST.

* Bus Route - No car tracks existing.

ORDER NO. 1889 passed over mayor's ORIGINAL FRANCHISES objections Dec. 27, 1886.

To Omnibus Railroad & Cable Co. Acceptance filed Dec. 29, 1886.

Sec. 1. 24th St. - Howard St. to Potrero Ave. (Part of Item 4).

Sec. 2. Sections 498,500, 502 and 503 apply. Sec. 4. Powers of Sec. 499 (joint tracks)

applies.

Sec. 7. Clause "A" applies.
ORDER NO. 2065 passed over Mayor's

objections June 17, 1889. To Omnibus Cable Co. Acceptance filed June 20, 1889. 24th St. from Potrero Ave. along Sonoma St. (or

extension of 24th St. to Nebraska St. (now San Bruno Ave.); thence along Nebraska St. (now San Bruno Ave.) to San Bruno Ave.

RES. No. 19207 (New Series) passed over Mayor's objection Dec. 29, 1886. To Omnibus Railroad & Cable Co. Intersection of 24th St. & Howard St., thence along 24th St. to Potrero Ave.; thence along Potrero Ave. to Yolo St. (now 25th St.) to Nebraska St. (now San Bruno Ave.): thence along Nebraska St. (now San Bruno Ave.) to San Bruno Ave.

This resolution is not listed in among those surrendered. No franchise found for 24th St. from San Bruno Ave. to Rhode Island St. Book of Franchises 1910-pp 234 Amended Articles of Incorporation of United Railroads of S.F. giving street railroads and franchises acquired gives Item 68 commencing at the intersection of 24th St. and San Bruno Ave., thence along 24th St. to Rhode Island St.

RES. NO. 3889 (4th Series) allowed company on 24th St. from Howard St. (now South Van Ness Ave.) to Rhode Island St., to use wooden poles, etc. in reconstruction of its lines.

to CA (no m) (pre no. v)

lours - No car bracks existing.

1800 Manned over may 13:

To marbur Railroad & Cable to.
Accept and Tiled Bea. 29, 1888.
Sec. 1, 24th St. - Marcad St. to Intrano. sec.
(Part of Item H).
Sec. 0. Sections 198,800. 802 and I to accept

Sec. 4. Powers of Sec. 49. (or the tracking)

Sec. 7. Clause "A" apriler.

objections tune 17. 1900. Sain instead eyen Mercal

To Omerbus dable Co.

olth St. from Percent Ave. else Conom At. (an extension of Okth St. to Nebrucke Ct. (and St.

San Emuna Ave.) to Seas Emine Av. .

over Maror's objection Dre. Sy, 1966.

This recolution is not listed in sunne the

summand med. No fructifications is at the instance of the stand of the mark of the stand of the

ion branch ave., thousan along little it to the or

company on with the frame linear at (new learn). Man learn away, to fitted on the say, the company to learn away, the fitted on the learn wastern tolers, the say of the learn away.

RES. NO. 3889 (New Series) not approved by Mayor or returned with objections. Became a law Jan. 16, 1900.

24th St. from Howard St. (now South Van Ness Ave.) to Rhode Island St. For period of two years wooden poles planed and painted to carry overhead electrical conductors and to be temporary except by consent of Board of Supervisors and not exceeding the term of two years, all of said poles then to be replaced permanently by iron poles.

OPERATING PERMIT

From Feb. 9, 1931 to 25 years.
Item 4 - 24th St. - Howard St. (now South Van Ness Ave.) to Rhode Island St.
Item 5 - Valencia St. - 24th St. to Mission St.
Part of Valencia St. - Market to Mission Sts.
(Key No. 5).
Item 6 - Mission St. - Valencia St. to 29th St.
Part of Embarcadero - to County Line (Key No. 3).
Item 7 - 29th St. - Mission to Noe Sts. Part of Valencia St. Line (Key No. 5).

BUS PERMITS

ORDINANCE NO. 280 approved Sept. 7, 1939 for unexpired term of operating permit. 24th St. - Rhode Island St. to Guerrero St., known as Line 35. Loop at Rhode Island St., also Guerrero St. from 24th St. to Elizabeth St.; along Elizabeth St. to San Jose Ave.; along San Jose Ave. to 24th St.

Amended and superseded by Ordinance No. 931.

ORDINANCE NO. 510 approved Feb. 28, 1940.

Sec. 1g. Commencing at San Jose Ave. and 29th St., along 29th St. to Castro St., along Castro St. to 30th St., along 30th St. to Noe St., along Noe St. to 29th St. (Items 7,8,9, & 10).

ORDINANCE No. 931 approved Nov. 19, 1940.
Amends Ordinance No. 510 to route as shown at beginning of route - subject to conditions of 510.
Sec. 3. Abandons 24th St. - Valencia St. to

Guerrero St. - as set up in Ord. 510.

PAVING OBLIGATIONS

applies. ORDINANCE NO. 510 - Sec. 4 - Clause "F"

LAST CAF

Nov. 5, 1939 coased to operate cars on Item 4 - 24th St. from Rhode Island St. to So. Van Ness Ave. Items 5,6, & 7 - Valencia St. - 24th St. to Mission St. Car No. 9 operates; Mission St. - Valencia St. to 29th St. Various cars operate; 29th St. - Mission St. to Noe Sts. Car No. 9 operates.

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Cucrrence St. - 12 gate un la contract

Agreement between company, City and County of S.F., and Works Projects Administration.

Exhibit "A," Item 3. 24th St. from South Van Ness Ave. to Rhode Island St. Remove rails and repave trenches with Portland cement, concrete or asphaltic concrete. This agreement is void due to cessation of activities of Works Projects Admin.

ORDINANCE NO. 2374 approved Sept.24,1943, provides in Exhibit "A," Item 1: 24th St. from South Van Ness Ave. to Rhode Island St., 7452 lin. ft. of single track to remove rails and repave trenches; 520 lin.ft. of single track, remove rails, repave trenches, and construct asphaltic concrete wearing surface over track area. Work to be completed within six months from date contract is certified by the Controller of the City and County. Ord. No. 1575 is repealed.

PROGRESS OF WORK

No work done on 24th St. east of South Van Ness Ave. Other parts of this line still have cars in operation.

REMARKS

In previous reports, Key No. 2 included Howard St. from Embarcadero to 17th St. Tracks removed and repayed from Steuart St. to 13th St., and now omitted from report. Wires and poles are property of the City. Howard St., Embarcadero to Steuart St. is now included in Key No. 4 - Folsom St. Line No. 36.

South Van Ness Ave. (formerly Howard St.) from 13th St. to 26th St. - tracks removed and repayed and now omitted from report. Wires and poles are property of the City.

All parts of this bus line come under provisions of Ord. No. 510, the provisions of which call for removal of tracks and repaving of trenches within three years from Nov. 5, 1939 or by Nov. 5, 1942.

At Moreoff to and on the contract of 1760 and the form of the contract of the

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KEY NO. 2

ESTIMATED COST OF WORK TO HAVE BEEN DONE

Under Ordinance Nos. 510 and 931 and to have been completed within 3 years from Nov. 5, 1939 or by Nov. 5, 1942 and not done. This is part of Ordinance No. 2374 for track removal - 1/2 to be paid by Company and 1/2 by City.

Remove - single track	7,972 lin.ft.@	\$ 1.08	\$8,609.76
Salvage	238.2 long tons	16.00	3,811.20 4,798.56
Asphalt Pavement & Base	15,944 sq.ft.	.26	4,145.44
Asphalt Top	3,640 sq.ft.	.10	364.00
			\$9,308.00

(Used in Report of Dec. 31, 1943).

ESTIMATED COST OF WORK TO BE DONE

(Considering as maintenance as of Dec. 31, 1943).

Asphalt Pavement & Base	8,812 sq.ft.@	\$.26	\$2,291.12
Asphalt Top	3,334 sq.ft.	.10	333.40
Asphalt Top on Basalt Block	522 sq. f t.	.18	93.96
Shim Rail	4,099 lin.ft.	1.50	6,148.50
			\$8,866.98

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Peport of Dec. 31, 1943).

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KEY NO. 3 Line Nos. 11, 12, 14, 36., Blo, B26

1. EMBARCADERO - MARKET ST. to MISSION ST. 2. MISSION ST. - EMBARCADERO to COUNTY LINE

ORIGINAL FRANCHISES

ORDER NO. 1531 approved Nov. 28, 1879.

To City Railroad Co.

Acceptance filed Doc. 1, 1879. East St. (Embarcadero) from Market St. to Mission St. Mission St. from East to 26th St. and thence along Mission St. and Mission Street Road to Cortland Ave.

Sec. 2. Sections 498,500 and 502 apply.

Sec. 7. Clause "A" applies.
ORDER NO. 2291 not approved by Mayor or returned with his objections, became effective Nov. 29, 1890.

To City Railroad Co.

Acceptance filed Dec. 6, 1890. Mission St. or Mission St. Road near Cortland Ave., to intersection with Silver Ave. Same conditions and restrictions as Order No. 1531.

ORDER NO. 2590 approved Dec. 6, 1892.

To City Railroad Co. Acceptance filed Dec. 14, 1892.

Mission St. or Mission St. Road from Silver Ave. to southerly boundary of City and County of S.F. Same conditions and restrictions as Order Nos. 1531 and 2291.

OPERATE

BY ELECTRICITY

ORDER NO. 2590 - Sec. 2.

To City Railroad Co.

Permission to operate whole or in part by

electricity.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

RES. NO. 25,420 approved Apr. 2, 1926. Bus permit revocable at will.

Mission St. - Excelsion Ave. to Silver Ave., revoked by Res. No. 29762.

RES. No. 27762 approved Sept.16, 1927. Bus permit revocable at will.

Mission St. - Silver Ave. to Maynard St.

Bus Line No. 51.

RES. NO. 29762 approved Oct. 18, 1928 revokes Res. No. 25420. Bus permit revocable at will. Mission St. - Excelsior Ave. to Silver Ave. and Russia Ave. to Persia Ave.

THE RESERVE OF THE PROPERTY OF THE PERSON OF

KEY NO. 3 Line Nos. 11, 12, 14, 36, Blo, B26

1. EMBARCADERO - MARKET ST. to MISSION ST. 2. MISSION ST. - EMBARCADERO to COUNTY LINE

ORIGINAL FRANCHISES ORDER NO. 1531 approved Nov. 28, 1879.

To City Railroad Co.

Acceptance filed Doc. 1, 1879. East St. (Embarcadero) from Market St. to Mission St. Mission St. from East to 26th St. and thence along Mission St. and Mission Street Road to Cortland Ave.

Sec. 2. Sections 498,500 and 502 apply. Sec. 7. Clause "A" applies.

ORDER NO. 2291 not approved by Mayor or returned with his objections, became effective Nov. 29, 1890. To City Railroad Co.

Acceptance filed Dec. 6, 1890.

Mission St. or Mission St. Road near Cortland Ave. . to intersection with Silver Ave. Same conditions and restrictions as Order No. 1531.

ORDER NO. 2590 approved Dec. 6, 1892.

To City Railroad Co. Acceptance filed Dec. 14, 1892. Mission St. or Mission St. Road from Silver Ave. to southerly boundary of City and County of S.F. Same conditions and restrictions as Order Nos. 1531 and 2291.

OPERATE BY ELECTRICITY

ORDER NO. 2590 - Sec. 2. To City Railroad Co. Permission to operate whole or in part by electricity.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

BUS PERMITS

RES. NO. 25,420 approved Apr. 2, 1926. Bus permit revocable at will. Mission St. - Excelsior Ave. to Silver Ave.,

revoked by Res. No. 29762. RES. NO. 27762 approved Sept.16, 1927.

Bus permit revocable at will.

Mission St. - Silver Ave. to Maynard St. Bus Line No. 51.

RES. NO. 29762 approved Oct. 18, 1928 revokes Res. No. 25420. Bus permit revocable at will. Mission St. - Excelsior Ave. to Silver Ave. and Russia Ave. to Persia Ave.

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RES. NO. 2147 (Code No. 15,091).

Approved Sept. 12, 1935.

Bus permit for 60 days. Route No. 1 - Mission St. Escelsior Ave. to Silver Ave., and Persia Ave. to Brazil Ave. Route No. 2 - Mission St. - Persia Ave. to Brazil Ave. and Russia Ave. to Persia Ave. Route No. 3 - Mission St. - Geneva Ave. to Amazon Ave. (Bus Line No. 50).

RES. NO. 2281 (Code No. 15,091).

Approved Dec. 5, 1935.
Bus permit for 45 days. Route No. 1 - Mission St.
Geneva Ave. to Amazon Ave. (Bus Line No. 50).
Route No. 2 - Mission St. - Brazil Ave. to Excel-

sior Ave. (Bus Line No. 52).
RES. NO. 2349 approved Jan. 29, 1939.
Bus permit, revocable at will. Mission St. -

Geneva Ave. to Amazon Ave. (Bus Line No. 50).
RES. NO. 2366 approved Feb. 11, 1936.

Bus permit, revocable at will. Mission St. -Brazil Ave. to Excelsior Ave. (Bus Line No. 52). RES. NO. 3440 approved Aug. 3, 1937.

Bus permit, revocable at will. Mission St. - Geneva Ave. to Amazon Ave. (Bus Line No. 50).

ORDINANCE NO. 280 (Series of 1939).

Approved Sept. 7, 1939.

Bus permit, unexpired term of operating permit.
Mission St. - 14th St. to Embarcadero. (Line
No. Bl0). Mission St. - 6th St. to Mint St.
(Line No. B25). Mission St. - 5th St. to 6th St.
(Line No. B25). Mission St. - 2nd St. to 1st St.
(Line No. B27). Mission St. - 26th St. to 25th St.
(Line No. B27). Mission St. - 26th St. to 25th St.

ORDINANCE NO. 510 (Series of 1939).
Approved Feb. 28, 1940.
Bus permit, unexpired term of operating permit.

Sec. la. Mission St. - 18th St. to 14th St. (Line No. B26).

Sec. le. Mission St. - Bosworth St. to Richland Ave. (Line No. B23).

ORDINANCE NO. 931 (Series of 1939).
Approved Nov. 19, 1940.

Approved Nov. 19, 1940. Amends Sec. 1g, Ordinance No. 510 to read: Mission St. - 29th St. to Valencia St. Provisions of Ordinance No. 510.

ORDINANCE NO. 1611 approved May 5, 1942. Subject to conditions of Ordinance No. 280.

Bus permit, unexpired term of operating permit.

Mission St. - 14th St. to Embarcadero (Line No.10).

Mission St. - 6th St. to Mint St. (Line No. 25).

Mission St. - 26th St. to 25th St. (Loop-Line 27).

name of Sec. in. 'nd name No. Sir to monit:

Agreement between Company, City and County, and Works Projects Administration.
Exhibit "B" Item 2 - calls for track and pavement reconstruction from Embarcadero to County Line. This agreement is void due to cessation of activities by Works Projects Administration.

ORDINANCE NO. 2374 approved Sept.24,1943 Exhibit "B" Item 2 - track and pavement reconstruction. Mission St. - Embarcadero to County Line. To be commenced within 30 days after certification of contract and be completed within 2 years. Value of work to be done is \$19,870.00. Ordinance No 1575 is repealed.

PAVING OBLIGATIONS

LAST CAR TO OPERATE Clause "E" ORDINANCE No. 280 - Section 5.

ORDINANCE No. 510 - Section 4.

Clause "F" applies.

Some of the lines covered by these ordinances have ceased to operate, but Mission St. from the Embarcadero to County Line still has other lines operating so the real status is that cars are operating on Mission St.

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KEY NO. 3

ESTIMATED COST OF WORK TO BE DONE As of December 31, 1943

Asphalt Pavement & Base	158,125 sq.ft. @ \$.26	\$41,112.50
Asphalt Top	65,181 sq.ft. @ .10	6,518.10
Asphalt Top on Basalt Block Base	31,726 sq.ft. @ .18	5,710.68
Shim Rail	70,266 lin.ft.@ 1.50	105,399.00
Shim Rail (Min.)	9,216 lin.ft.@ 1.50	13,824.00
	\$	172,564.28

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Franchis

KEY NO. 4 Line Nos. 28, 36, B28, B36

HOWARD ST. 1. EMBARCADERO - MISSION ST. to STEUART ST. 2. HOWARD ST. - EMBARCADERO to to FOLSOM ST. 3. STEUART ST. - HOWARD ST. 4. FOLSOM ST. - STEUART ST. to PRECITA AVE. 5. PRECITA AVE. - FOLSOM ST. to YORK ST.

ORGINAL FRANCHISES

ORDER NO. 1889 passed over objections of Mayor Dec. 27, 1886.

To Omnibus Railroad & Cable Co. Acceptance filed Dec. 29, 1886.

East St. (now Embarcadero) from intersection with Howard St. to Oakland Ferry.

Sec. 2. Sections 498,500, 502 & 503 apply.

Sec. 4. Section 499 applies. Sec. 7. Clause "A" applies.

ORDER NO. 2086 approved Aug. 2, 1889.

To North Beach & Mission Railroad Co.

Acceptance filed Aug. 2, 1889. Folsom St. - from 2d St. to East St., and along East St. to Market St. and Ferry landings.

Sec. 4. Sections 498, 500, 502 & 503 apply.

Sec. 4. Clause "D' applies.

RESOLUTION NO. 9892 N.S. passed Dec. 23,1912 Abandon Embarcadero - Howard to Folsom St. , Folsom St. - Embarcadero to Steuart St. ITEM 2

ORDER NO. 104 (2d Series) (Not made from official copy - no date). To S.F. & San Mateo Electric Railway Co. Howard St. & Steuart Sts., along Howard St. to East St. and along East St. opposite Ferry Depot.

Sec. 1-Second. Clause "B" applies. Sec. 4. Clause "C" applies.

ITEM 3 ORDER NO. 2306 passed over objections of

Mayor Dec. 23, 1890. To J. W. Hartzell, Joost, Thomas, etc.

Acceptance filed Dec. 29, 1890. Sec. 1. Stewart St. from southerly line of

Market St. to Harrison St.

Sec. 2. Sections 498,500, 502 & 503 apply. Clause "D" also applies.

Sec. 3. May use approved electrical appliances. Sec. 4. Section 499 applies.

Sec. 7. Clause 'A" applies. ORDINANCE NO. 16 approved Mar. 8, 1900.

To S.F. & San Mateo Electric Railway Co. Abandoned Steuart St. from Market St. to north line of Howard St. (granted by Order No. 2306). the second of the second of

PERMIT

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Sec. 4. Sect. as attraction.

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ORDER NO. 1523 approved Nov. 14, 1879.
To North Beach & Mission Railroad Co. of S.F.

Acceptance filed Nov. 21, 1879.
Folsom St. - First St. to Army St

Folsom St. - First St. to Army St. Sec. 2. Sections 498,500 & 502d apply. Sec. 5. Section 499, joint use of tracks,

applies.

Sec. 8. Clause "A" applies.

ORDER NO. 1698 approved, Dec. 22, 1882. To Omnibus Railroad & Cable Co. Acceptance filed Dec. 30, 1882.

Army St. or Precita Ave. from Howard St., extended to San Bruno Ave.

Sec. 2. Sections 498,500, 502 & 503 Civil Code apply.

Sec. 4. Section 499 (joint use) applies.

Sec. 4. Section 499 (joint use) appl Sec. 7. Clause "A" applies.

ORDER NO. 105 (Second Series) in
Board of Supervisors Aug. 8, 1898.
To Market St. Railway Co.
Acceptance filed Aug. 8, 1898.
Precita Ave. - Folsom St. to Army St., connecting with existing tracks on Folsom St. & Army St.
Sec. 2. Second. Clause "B" applies.
Sec. 4. Clauses "A" and "C" apply.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

TROLLY BUS PERMITS

ORDINANCE 15.0914 approved July 9, 1934.
Sec. 2. Folsom St. - 14th St. to 9th St.,
overhead electric bus line only between 6 PM and
6 AM.

ORDINANCE 15.09110 approved Aug. 20,1935.
Sec. 2. Amenda Ordinance 15.0914 to read:
Folsom St. - 14th St. to 18th St.

BUS PERMITS

ORDINANCE No. 280 approved Sept. 7, 1939. To Market St. Railway Co. for unexpired term of operating permit. From San Bruno Ave. to Army St.; along Army St., to Frecito Ave.; along Precita Ave. to Folsom St.; along Folsom St. to Steuart St.; along Steuart St. to Howard St.; along Howard St. to Embarcadero; along Embarcadero to Ferry Building. Return along same route. Known as No. 36 Line.

ORDINANCE NO. 510 approved Feb. 28, 1940. Covers same as Ordinance No. 280.

From Ferry Building to Folsom St., and thence along Folsom St. to 2nd St. (Part of Line No. 28).

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ORDINANCE NO. 1611 approved May 5, 1942. Does not change route of Line 36 from that of Ordinance No. 280.

PAVING OBLIGATIONS

ORDINANCE NO. 280 - Sec. 5.

Clause "E" applies.
ORDINANCE NO. 510 - Sec. 4.

Clause "F" applies.

LAST CAR PAVING OBLIGATIONS Still operating at this date.
ORDINANCE NO. 1575 (Series of 1939).
Approved April 16, 1942.
Agreement between Company, City and County, and

Agreement between Company, City and County, and Works Projects Administration, to do certain work. Exhibit "B" - Track and pavement reconstruction. Folsom St. from west line of Steuart St. to north line of 14th St. No work done and will not be fulfilled due to cessation of activities of Works Projects Administration.

ORDINANCE NO. 2374 approved Sept. 24, 1943. Exhibit "B" Item 5 - Track and pavement reconstruction on Folsom St. - west line of Eteuart St. to north line of 14th St. Work to be commenced within 30 days after certification of contract for track removal of Exhibit "A" and be completed within two years. Value of Work \$5,580.00. - Ordinance No. 1575 is repealed.

REMARKS

Work to be done under Exhibit "B" in Ordinance No. 2374 is not credited in this account but is listed as a separate item. The second of the second

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KEY NO. 4

ESTIMATED COST OF WORK TO BE DONE As of December 31, 1943

Asphalt Pavement & Base 6,753 sq.ft. @ \$.26 Asphalt Top 26,275 sq.ft10 Asphalt Top on Basalt Base 9,289 sq.ft18 Shim Rail (Min.) 1,160 lin.ft. 1.50 Total	\$ 1,755.78 2,627.50 1,672.02 2,560.50 1,740.00
Folsom St West line of Steuart St. to northerly line o	f 14th St:
Asphalt Pavement & Base 4,890 sq.ft. @ \$.26 Asphalt Top 20,971 sq.ft10 Asphalt Top on Basalt	\$ 1,271.40 2,097.10
Block Base 9,289 sq.ft18 Shim Rail 1,105 lin.ft. 1.50 Shim Rail (Min.) 1,080 lin.ft. 1.50	1,672.02 1,657.50 1,620.00
Total	\$ 8,318.02
Remainder of Line:	
Asphalt Pavement & Base 1,863 sq.ft. \$.26 Asphalt Top 5,304 sq.ft10 Shim Rail 602 lin.ft. 1.50 Shim Rail (Min.) 80 lin.ft. 1.50	\$ 484.38 530.40 903.00 120.00
Total	\$ 2,037.78
Asphalt Asphalt Shim Pavement Asphalt Top Shim Lin.Ft. & Base Top on B.B. Lin.Ft. (Min)	Cost
Embarcadero- Steuart St. 100 418	\$ 67.80
Steuart St. Howard-Folsom 220 598 110	282.00
Folsom St. Steuart-Precita 6011 25259 9289 1386 1160	9,579.78
Precita Ave. Folsom-York 422 211	426.22
6753 26275 9289 1707 1160 \$1755.78 \$2627.50 \$1672.02 \$2560.50 \$1740.00	\$10,355.80

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KEY NO. 5 Line No.

to MISSION ST. VALENCIA ST. - MARKET ST. 1. - MISSION ST. to NOE ST. 2. 29TH ST. CORTLAND AVE. - MISSION ST. to FOLSOM ST. 4. RICHLAND AVE. - ANDOVER ST. to MISSION ST. 5. LEESE ST. - MISSION ST. to RICHLAND AVE:

ITEM 1 ORDER NO. 1514 approved Sept. 20, 1879.

To Market Street Railway Co. Acceptance filed Sept. 23, 1879.

Sec. 1. Seventh - Commencing at intersection of Valencia and Market Sts, thence along Valencia St. to Mission St.

Sec. 2. Sections 498.500 & 502 apply.

Sec. 5. Section 499 applies.
Sec. 8. Clause "A" applies.
ORDER NO. 1676 approved June 5, 1882.

To Market Street Railway Co. Amends Sec. 1 of Order No. 1514 but not as to this line.

ITEMS 2-3-4-5

ORDER NO. 2590 approved Dec. 6, 1882.

To City Railroad Company. Acceptance by grantee filed with Supervisors

Dec. 6, 1892. 29th St. from Mission St. to Noe St. Cortland Ave. from Mission St. to Butler (Folsom) St. Richland

Ave. from Mission St. to Andover Ave.; along Andover Ave. to East Park St.; along East Park St. Holly Park Ave. and West Park St. to Holly St. (Leese St.) and along Holly St. (Leese St.) from Mission St. to Richland Ave.

Sec. 1. Clauses of Order Nos. 1531 and 2291. Order No. 1531 refers to Sects. 498,500 & 502.

Sec. 7. Clause "A" applies.

Order No. 2291 refers to conditions of Order 1531. Sec. 2 of Order No. 2590, propel by electri-

city or other mechanical modern appliances.

ORDINANCE No. 510 approved Feb. 28,1940. Sec. IE. Bosworth St. from Diamond to Mission Sts. Mission St. from Bosworth St. to Richland Ave. Richland Ave. - from Mission St. to Andover St. Andover St. - from Richland Ave. to Crescent Ave. Crescent Ave. - from Andover St. to Moultrie St. Moultrie St. - from Crescent Ave. to Ogden Ave. Ogden Ave. - from Moultrie St. to Andover St. Andover St. - from Ogden Ave. to Richland Ave.

PERIOD OF PERMIT

BUS PERMITS

Unexpired term of operating permit.

HENDERS - WE GELLEY HOUSE THE THE . Tile , is light beging in . T. Colore Enlar Ct Ctor ... of Valencia and Market Sta, thomas along Still pe Mar 1514 but not be is Acceptance by mantee Filed with Suranteen. ეი ეკოლიც იე "reduce No. 1771 registe to seems be' for a sa .

PAVING OBLIGATION

ORDINANCE NO. 510 - Sec. 4

Clause "E" applies.

ORDINANCE NO. 1575 approved Apr.16,1942.
Agreement between Company, City and County, and
Works Projects Administration.
Exhibit "A", Item 10 - Richland Ave. and Leese St.
some rail to be removed and trench paved and remainder to remove rail, pave trench, and place
wearing surface over track area. No work done

mainder to remove rail, pave trench, and place wearing surface over track area. No work done and project dead due to cessation of activities of Works Projects Administration. Ordinance repealed by Ordinance No. 2374 approved Sept.24, 1943.

LAST CAR

Cars still operating over all tracks.

REMARKS

This Key No. 5 comprises Key Nos. 5, 16, & 20 of previous reports.

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KEY NO. 5

Asphalt Pavement & Base 179,279 sq.ft. @ \$.26

Asphalt Top

Folsom St.)

(Mission St. to Richland Ave.)

Richland Ave. (Mission to Andover St.) Leese St.

ESTIMATED COST OF WORK TO BE DONE As of December 31, 1943

2,207 sq.ft.

\$ 46,612.54

220.70

935.58

133.02

.10

Asphalt Top on E Block Base Shim Rail Shim Rail (Min.)		27	,732 sq ,448 li ,482 li	n.ft	.18 1.50 1.50	311.76 41,172.00 38,223.00 \$126,540.00
		Top	Block Base	n Shim	(Min.)	
Valencia St. (Market St.to Mission St.)	109,501	491		7,836	15,386	\$63,352.36
29th St. (Mission to Noe St.)	41,872	7		18,710	4,486	45,681.42
Cortland Ave.	26,184	113	1,086	672	5,610	16,437.62

1,390 1,129 646

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179,279 2,207 1,732 27,448 25,482 \$46,612.54 \$220.70 \$311.76 \$41,172 \$38,223 \$126,540.00

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\$46,612.34 \$780.75 \$311.76 ATL.76 \$77.285 \$120.344 Y

KEY NO. 6 Line Nos. 25, B25, 27, B27

to MISSION ST. to 6TH ST. (In Key No. 3) - MARKET ST. 5TH ST. 1. MISSION ST. - 5TH ST. 2.

6TH ST. - MISSION ST. to BRYANT ST. 3. BRYANT ST. - 6TH ST. to ARMY ST. to BAY SHORE BLVD. - BRYANT ST.

5. ARMY ST. - BRYANT ST BAY SHORE BLVD. - ARMY ST. to SAN BRUNO AVE. at ALEMANY BLVD.

7. SAN BRUNO AVE. - BAY SHORE BLVD. to 3RD ST. at WILDE AVE.

ITEM 1

ORIGINAL FRANCHISES

ORDER NO. 1514 approved Sept. 20, 1879. To Market St. Railway Co.

Acceptance filed Sept. 23, 1879.

Sec. 1. Third. 5th - Market to Bluxome Sts.

Sec. 2. Sections 498,500 & 502 of Civil

Code apply.

Sec. 5. Section 499 of Civil Code applies. Sec. 8. Clause "A" applies.

ORDER NO. 1676 approved June 5, 1882.

To Market St. Railway Co.

Amending Order No. 1514; does not affect this line. ORDER NO. 2289 passed over objections of Mayor Dec. 9, 1890.
To Market St. Railway Co.

Amending Order Nos. 1676 and 1514; do not affect this line.

ORDER NO. 1531 approved Nov. 28, 1879.

To City Railroad Co. Acceptance filed Dec. 1, 1879.

5th St. - Mission St. to Market St.; along Market St. to Dupont St. (now Grant Ave.); Mission St. -East St. to 26th St.

Sec. 2. Sections 498,500 & 502 of Civil

Code apply. Sec. 7.

Clause "A" applies.

ITEM 3

ORDER NO. 1524 approved Nov. 12, 1879. To Central Railroad Co. of S.F.

Acceptance filed Nov. 13,1879.

Sec. 1. 6th St. across Market St. from Taylor St. to 6th St.; thence along 6th St. to Brannan St. (Our Item 3).

Sec. 2. Sections 498,500 & 502 of Civil

Code apply.

Sec. 8. Clause "A" applies.

ORDINANCE 15.0916 approved May 15,1935. 6th St. between Folsom and Bryant Sts. Authorize Market St. Railway Co. to abandon service and remove tracks.

. DE TENHAM .. to BAY SH AR BLVD. TET - I'M MICH AND ARVA CHILDE MAC IS To implet 21, " In In Co. 1," as no loved Sept. Co. 1, "u. Sec. 1. Thirms. Sth. - Mandest to . Blowers Tire, Sec. 2. Schikens Med. Color 550 of Civ. 1 To Market (45 - 1860) or Maror Fact. 1, 1880. THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAME St. to Demont St. (nym Brantskys.); Errilon St. -... 4 20 32 00 00 4 Cook will. See. B. Clause "t" applie. See. B. Clause "t" applie. Communed May 15,100.

ORDINANCE NO. 15.09111 approved Aug. 20, 1935. To Market St. Railway Co. 6th St. between Folsom and Bryant Sts. To construct double tracks for unexpired term of operating permit. ORDINANCE NO. 15.09117 approved Aug. 31, 1936. 6th St. - Market to Mission Sts. Authorize Market St. Railway Co. to abandon service and remove tracks. (Refers to Order No. 1890 passed over objections of Mayor Dec. 27, 1886 but this order does not pertain to this street) ITEM 4 ORDER NO. 2086 approved Aug. 2, 1889. To North Beach and Mission Railroad Co. Acceptance filed Aug. 2, 1889. Bryant Ave. (now Bryant St.) - 26th to 25th Sts.: 25th to 22d Sts.; Bryant Ave. (now Bryant St.) -22d St. to Channel St.; thence across Channel St. to Bryant St.; thence along Bryant St. to 2d St. Sec. 4. Sections 498, 500, 502 & 503 of Civil Code apply. Clause "D-2" applies. ORDER NO. 2306 passed over objections of Mayor Dec. 23, 1890. To Hartzell, Joost and Thomas. Acceptance filed Dec. 29, 1890. Bryant St. - East St. (now Embarcadero) to 8th St. Sec. 2. Sections 498, 500, 502 & 503 of Civil Code applies. Clause "D-1" applies. Sec. 4. Section 499 (joint use) applies. Sec. 7. Clause "A" applies. ORDER NO. 2469 approved Nov. 18, 1891. To Stump, Doble, Lilienthal, et al. Acceptance filed Dec. 4, 1891. On 6th St. - Mission to Brannan Sts. with consent of Central Railroad Co. Sec. 3. Clause "B" applies. Sec. 8. Clause "A" applies. Sec. 9. Section 499(joint use) Civil Code applies. ORDER NO. 2788 in Supervisors August 1, 1894 after bids received. To Market St. Railway Co. Acceptance filed Aug. 17, 1894. Bryant St. - from 26th St. to Army St. Sec. 2, Clause "B" applies. Sec. 4. Clauses "A" and "D-1" apply. May 22, 1911 City Attorney in opinion to Board of Supervisors states franchise for Bryant St. from 26th to Army St. forfeited due to not conforming to Sec. 502 of Civil Code. RESOLUTION NO. 8516 N.S. approved Sept. 19, 1911. To Paul B. Fay - Revocable at will of Supervisors. Bryant St .- 26th to Army Sts. - operate and maintain between existing tracks, standard gage, to

R- 24

satisfaction of Board of Public Works. Pave bet. rails and 2 ft. each side during continuance of

ITEM 5 ORDER NO. 1698 approved Dec. 22, 1882. To Omnibus Railroad & Cable Co.

Acceptance filed Dec. 30, 1882.

Howard St. extended to Army St.; along Army St. to San Bruno Ave.

Sec. 2. Sections 498, 500, 502 & 503 of Civil Code apply.

Sec. 4. Section 499 (joint use) applies.

Sec. 7. Clause "A" applies. ORDER NO. 105 (second series) in Board of Supervisors Aug. 8, 1898 after bids were

received. To Market St. Railway Co.

Acceptance filed Aug. 8, 1898.

Army St. - Folsom St. to San Bruno Ave. Sec. 2. Second. Clause "B" applies.

Sec. 4. Clause "D" applies.

ORDINANCE NO. 15.09113 approved Dec. 16, 1935. Abandon Army St. - Folsom to Bryant Sts. Relay - Bryant St. to Potrero Ave.

TTEM 6 ORDER NO. 2065 passed over objections of Mayor Jan. 17, 1889. To Omnibus Cable Co. San Bruno Ave. or road from Nebraska (now San Bruno Ave.) to 15th Ave. (now Oakdale). Sec. 4. Section 499 (joint use) applies.

Sec. 7. Clause "A" applies.

Bay Shore Blvd. & San Bruno Ave. - 15th Ave. (now Oakdale) to 3rd St. at Wilde Ave. Cannot find franchise for this portion.

USE OF ELECTRICITY Item 1. Resolution No. 905. Item 3. Resolution 3098 (fourth series).

Item 3. Order No. 2469. Item 4. Order No. 2086.

Item 6. Order No. 2788.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

BUS PERMIT

ORDINANCE NO. 280 approved Sept. 7, 1939. San Bruno Ave. from Wilde Ave. to Bay Shore Blvd.; Bay Shore Blvd. - from San Bruno Ave. to Army St.; Army St. - from Bay Shore Blvd. to Bryant St.; Bryant St. - from Army St. to 6th St.; 6th St. from Bryant St. to Mission St.; Mission St. from 6th St. to Mint St.; Mint St. - from Mission St. to Jessie St.; Jessie St. - from Mint St. to 5th St.; 5th St. - from Jessie St. to Mission St.; and returning along same route and known as the No. B25 Line.

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ORDINANCE NO. 1611 approved May 5, 1942 did not change route of No. 825 Line or No. 827 Line on route listed as covering the same streets as Line 825.

ORDINANCE NO. 510 approved Feb. 28, 1940

does not affect this line. ORDINANCE NO. 280

Clause "E" applies.

ORDINANCE NO. 1575 approved Apr. 16, 1942. Agreement between Company, City and County and Works Projects Administration. Exhibit "A," Item 1 (our Item 7). San Bruno Ave. - from west line of Bay Shore

San Bruno Ave. - from west line of Bay Shore Blvd. to Arleta Blvd. Part to have rails removed and trenches paved, and part to have rails removed, trenches repaved and construct asphaltic concrete wearing surface over track area.

Exhibit "A," Item 2 (our Item 6). Bay Shore Blvd. - from southerly rail of Army St. to west line of Bay Shore Blvd. Remove rails

and pave trenches.

No work has been done and the agreement is dead, due to cessation of activities of Works Projects Administration. Ordinance No. 1575 repealed by Ordinance No. 2374 approved Sept. 24, 1943.

LAST CAR

PAVING

OBLIGATIONS

Cars still operating.

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KEY No. 6

ESTIMATED COST OF WORK TO BE DONE As of December 31, 1943

Asphalt Pavement & Base	38,924 sq.ft. @	\$.26	\$10,120.24
Asphalt Top	36,667 sq.ft.	.10	3,666.70
Shim Rail	9,536 lin.ft.	1.50	14,304.00
Shim Rail (Min.)	3,540 lin.ft.	1.50	5,310.00
	Estimat	ed Cost	\$33,400.94

	Asphalt Pavement & Base		Shim Rail	Shim Rail (Min.)	
	Sq. Ft.	Sq. Ft.	Lin.Ft.	Lin.Ft.	Cost
5th St.					
Market-Mission		3425			\$ 342.50
Mission St. 5th St6th St 6th St.		Key	No. 3		
Mission-Bryant	5120	4229	2560		5,594.10
Bryant St. 6th-Army Army St.	14751	8151	3936	1412	12,672.36
Bryant St. to Bay Shore Blvd Bay Shore Blvd. Army St. to					
San Bruno Ave.	450	1908		100	457.80
San Bruno Ave. Bay Shore Blvd	18603	18954	3040	2028	14,334.18
to Wilde Ave.	38924	36667	9536	3540	
	\$10,120.24 \$3,6	566.70 \$	14,304.00	\$5,310.00	\$33,400.94

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KEY NO. 7 Line Nos. Blo, B26

MONTEREY BLVD. - GENESEE ST. to DIAMOND ST. 1. DIAMOND ST. - MONTEREY BLVD. to CHENERY ST. 2. CHENERY ST. - DIAMOND ST. to 30TH ST. 30TH ST. - CHENERY ST. to SAN JOSE AVE. SAN JOSE AVE. - 30TH ST. to GUERRERO ST. GUERRERO ST. - SAN JOSE AVE. to 14TH ST. 14th ST. - GUERRERO ST. MISSION ST.

ORIGINAL FRANCHISES

S ORDER NO. 2904 in Board of Supervisors Sept. 16, 1895.

To Market St, Railway Co, after bids were received for franchise.

Acceptance filed Oct. 4, 1895.

ITEM 1

Along Sunnyside Ave. (now Monterey Blvd) from Circular Ave. to point where Plymouth Ave, extended north intersects Sunnyside Ave. (now Monterey Blvd)

Sec. 2. Second - Clause "B" applies. Sec. 4. Clauses "A" and "C" apply. ITEM 2

ORDER NO. 2306 passed over Mayor's objections Doc. 23, 1890.

To Hartzell, Joost & Thomas.

Acceptance filed Dec. 29, 1890.

14th St. - Harrison St. to Dolores St. Guerrero St.

14th St. to San Jose Ave. San Jose Ave., Guerrero St. to 30th St. 30th St. - San Jose Ave.

to Chenery St. Chenery St. - 30th St. to Croton

Ave. (now Diamond St.). Croton Ave. (now Diamond

St.) - Chenery St. to 01d San Jose Road.

Sec. 2. Sections 498,500, 507 & 503 Civil

Sec. 2. Sections 498,500, 502 & 503 Civil Code apply. Clause "D-1" applies.

Sec. 4. Section 499 (joint tracks) applies. Sec. 7. Clause "A" applies.

ORDER NO. 2723 approved Dec. 18, 1893.

To S.F. and San Mateo Railway Co. Acceptance filed Dec. 26, 1893. Franchise surrendered Feb. 9, 1931. Does not apply to these lines except for a very short distance.

USE OF ELECTRICITY

ORDER NO. 2904 approved Sept. 16, 1895.
Sec. 7. to propel cars over said railroad by electricity.

ORDER NO. 2306 approved Dec. 23, 1890.

Sec. 3. ... or most improved electrical appliances.

RES. NO. 5151 (3rd Series) in Supervisors May 18, 1891.
To S.F. and San Mateo Railway Co.
Maintain poles already erected. Hereafter erect such poles as this Board may designate and determine as suitable in lieu of poles now erected in conformity with franchise granted...which is hereby approved.

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THE REPORT OF THE STATE OF
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BUS PERMIT

ORDINANCE No. 280 (Series of 1939)

approved Sept. 7, 1939.
To Market St. Railway Co. for unexpired term of

operating permit.

Monterey Blvd. - Genessee to Diamond St.; Diamond St. - Monterey Blvd. to Chenery St.; Chenery St. - Diamond St. to 30th St.; 30th St. - Chenery St. to San Jose Ave.; San Jose Ave. - 30th St. to Guerrero St.; Guerrero St. - San Jose Ave. to 14th St.; 14th St. - Guerrero St. to Mission St. Remeinder of line is along Mission St. to Embarcadero; along Embarcadero to Ferry Bldg. (Part of Line No. 12).

ORDINANCE NO. 1611 approved May 5,1942.

Does not affect these lines.

RES. NO. 2526 approved Mar. 31, 1942.
Permit revocable at will for period of duration of the war. Part of Bus Line No. 56 - Guerrero St. - 26th St. to Army St.

LAST CAR

April 16, 1942 - 14th & Valencia to Guerrero St., and along remainder of line.
The section of track covered by Item No. 1 - Monterey Blvd, from Genesee to Diamond Sts, has no physical connection with any other trackage. Cars could be operated along a portion of this line from 14th & Mission Sts, to 30th St, and San Jose Ave.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

PAVING OBLIGATIONS

ORDINANCE NO. 280 - Sec. 5

Clause "E" applies. ORDINANCE NO. 1575 approved Apr.16,1942. Agreement between company, City and County, and Works Projects Administration. Exhibit "A", Item 4 - 14th St., westerly rail on Valencia St. to easterly line of Guerrero St. Remove 1128 lin.ft, of track and repave trenches. Item 5 - Guerrero St. and San Jose Ave. from easterly line of Guerrero at 14th St. to westerly line of San Jose Ave. at 30th St. Remove 18,855 lin.ft. of single track, ties, and all pavement in track area; construct 6 inch concrete base and 2 inch asphaltic concrete surface and asphaltic concrete conform. Item 6 - 30th St., westerly line of San Jose Ave. to southerly line of 30th St. at Chenery. Remove 1460 lin.ft. of single track, repave trenches, asphaltic surface over track area. Item 7 - Chonery and Diamond Sts., from southerly line of 30th St. at Chenery St. to northerly line of Circular Ave. at Diamond St. Remove 8257 lin.ft, single track and repave trenches. Remove 1600 lin.ft. single track and

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repave trenches, asphaltic surface over track area. Item 8 - Monterey Blvd. and Circular Ave. from the northerly line of Circular Ave. at Diamond St. to end of track on Monterey Blvd. west of Gennessee St. Remove 6356 lin.ft. single track and repave trenches, asphaltic concrete wearing surface over track area.

WORK DONE

The following work has been done under the agreement: Item 6 - (our Item 4) - 30th St. from west line of San Jose Ave. to Chenery St. Single track San Jose Ave. to Dolores St. to be removed, remainder removed and repaved. Item 7 (our Item 3) - Chenery St. - 30th St. to Diamond St. Tracks removed and repaved. Item 7 (our Item 2) - Diamond St. - Chenery St. to San Jose Ave. Tracks removed and repaved. No further work will be done under this agreement due to cessation of activities

of Works Projects Administration.

ORDINANCE No. 2374 approved Sept.24, 1943. Exhibit "A." Item 2 (part of our Item 7) - 14th St. - west rail of Valencia St. to east line of Guerrero St. Remove 1128 lin.ft. of single track, repave trenches. Item 3 (our Items 5 & 6) -Guerrero St. and San Jose Ave. from easterly line of Guerrero St. at 14th St. to westerly line of San Jose Ave. at 30th St. Remove 16.775 lin.ft. of single track, repave trenches, asphaltic concrete wearing surface over all track area. Remove 2080 lin.ft. single track, ties and pavement in track area. Construct new 6-inch concrete base and 2-inch asphaltic concrete wearing surface and asphaltic concrete conform Item 4 (our Item 4) -30th St. - from the westerly line of San Jose Ave. to 70 feet west of easterly line of Dolores St. (southerly track only). Remove 260 lin.ft. of single track, repave trenches, construct asphaltic concrete wearing surface over track area. Ordinance No. 1575 is repealed by Ordinance No. 2374.

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\$1 11 \$28,524.96	10,691.20	Salvage Lone Tons	156.		5.	43.9	30.	
.26 .10 .18 1.50 \$28	'	Shim Rail Lin.Ft.						2240 25412 2240 668.7 \$23,524.96 \$7,360.00 Less Salvage
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KEY NO. 8 Line Nos. 15, B15, 16, B16

NORTH POINT ST. - POWELL ST. to MASON ST.) 1. - NORTH POINT ST. to BAY ST. 2. MASON ST. Bus Loop - MASON ST. BAY ST. to POWELL ST.) 3. 4. POWELL ST. - NORTH POINT ST. to BROADWAY 5. - MASON ST. BROADWAY to KEARNY ST. - BROADWAY KEARNY ST. to MARKET ST. 3RD ST. - MARKET ST. to SAN BRUNO AVE. SAN BRUNO AVE. - THIRD ST. to BAY SHORE BLVD. 9. - KEARNY ST. to EMBARCADERO BROADWAY 10. EMBARCADERO - BROADWAY to FERRY BLDG.

From Item 8 to end of Bus Line No. 15 see route under Bus Permits as street car tracks are involved.

ORIGINAL FRANCHISES ORDER NO. 1839 passed over objections of Mayor Nov. 23, 1885.

To Bay Shore and South S.F. Street Railway Co. Acceptance filed Nov. 30, 1885.

Powell St. - Jefferson St. to Market St. (Item 4). Sec. 2. Sections 498,500, 502 & 503 of

Civil Code apply. Class "D-1" applies.
ORDER NO. 1856 passed over objections of

Mayor June 1, 1886 - same as Order No. 1839.

Acceptance filed June 7, 1886.

ORDER NO. 2019 approved Dec. 18, 1888. To Ferries & Cliff House Railway Co., successors to Bay Shore and South S.F. Street Railway Co. Abandon Powell St. - Jefferson St. to Jackson St. (Item 4), as granted in Order Nos. 1839 & 1856.

ORDER NO. 1532 approved Nov. 28, 1879. To Omnibus Railroad Co. of S.F.

Acceptance filed Nov. 28, 1879.

Sec. 1, Powell St. - Union St. to its northern end. (Item 4). Third St. - southern end to Howard St. (Item 7). Third St. - Market St. to Howard St. (Item 7).

Sec. 2. Sections 498.500 & 502 of Civil Code

apply.

Sec. 5. Section 499 (joint tracks) applies. Sec. 8. Clause "A" applies.

ORDER NO. 1889 passed over objections of Mayor Dec. 24, 1886. To Omnibus Railroad & Cable Co.

Acceptance filed Dec. 29, 1886.

Sec. 1. Third St. - Townsend St. to Berry St, (Item 7). Berry St. - Third St. to Fifth St. (Item 7).

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2 . 1431 . 3 Ben'ng of . my to the comment of approximate agent to the same or of the for my a monared the config. Approduce Forelands - Johnston St. of Porter to Account to First 15. - I from the set of the first of the set of t State Continuent to just 9 900 concepts by the latest and the state of the latest and the l of which is the constraint of the constraint of

Sec. 2. Sections 498,500, 502 & 503 of Civil Code apply. Sec. 3. May use electricity. Sec. 4. Section 499 (joint tracks) applies. Sec. 7. Clause "A" applies. ORDER NO. 1523 approved Nov. 14, 1879. To North Beach and Mission Railroad Co. of S.F. Acceptance filed Nov. 21, 1879. From Broadway and Dupont St. (now Grant Ave.) along Broadway to Powell St.; along Powell St. to Montgomery Ave. (now Columbus Ave.). (Item 4). Kearny St. from Market St. to Pacific Ave. (Item No. 6). Sec. 2. Sections 498,500 & 502 Civil Code apply. Sec. 5. Section 499 (joint use) applies. Sec. 8. Clause "A" applies. ORDER NO. 2304 passed over objections of Mayor Dec. 23, 1890. To Moffatt, Reinstein & Eisner. Acceptance filed Dec. 31, 1890. East St. (now Embarcadero) - Market St. to Broadway. (Items 9-10). Broadway - East St. to Powell St. (Items 5&9).
Sec. 4. Sections 498,500, 502 & 503 Civil
Code apply. Clauses "D-1" and "A" apply. ORDER NO. 1524 approved Nov. 12, 1879. To Central Railroad Co. of S.F.

Acceptance filed Nov. 13, 1879.
Kearny St. - Bush St. to Post St. (Item 6).
Sec. 2. 498,500 & 502 Civil Code apply.
Sec. 8. Clause "A" applies.

ORDER NO. 2788 in Board of Supervisors Aug. 1. 1894 after bids were received. To Market St. Railway Co. -(Bid of \$5,105.00). Acceptance filed Aug. 17, 1894.

Kearny St. - Pacific St. to Broadway. Sec. 2. Clause "B" applies. Sec. 4. Clauses "A" and "C" apply. ITEM 8

ORDER NO. 2469 approved Nov. 18, 1891. To Stump, Doble, Lilienthal, et al. Acceptance filed Dec. 4, 1891. Kentucky St. (now Third) from Solano St. (now 18th) to and across Tulare St., Islias Creek Channel and Islais St. to Railroad Ave. (now Third) and along Railroad Ave. to 16th Ave. (now Palou). Kentucky St. (now Third) Solano St. (now 18th) to Fourth St, along 4th St. to King St. Sec. 3. First. Clause "B" applies.

Second. Clause "B" applies. Sec. 8. Clause "A" applies.

Fee. 2. Sections 498,300, 500 & AFR AF Soc. 7. Clause "A" applies. locentages filed Nov. 21, 1820. of Mayor D c. Ty Time present over objections Mast St. (now Mohrme dans) - Market St. to Sec. 4. nes Luce 196, due 502 8 505 Civil Code spoly. "Jameses "hel" sed "A" sonly.

To Sec nel code spoly of the spoly of Nov. 12, 137. enc. 2. Maff. 5 of a grandwil Code warln. . Rrg. R. Cleuse "." emplies. ser. 1, 1997 To her were need of the net need I Street, Nill, Ell Stat, Stat. Acceptance filed Dec. 4, 1801. Venturing St. (non Third) from Polone St. (no. (Ath) to end across then St., Island to (Bern wen) . we havelt bus Ionand? and along Relicond .ve. to lith avo. (nov Tales). Suttender St. (now Shire) Sulates it. (now Take) to Roughb 24, along the st. Second. Clade "h" april c.

RESOLUTION NO. 11029(N.S.) in

Supervisors July 13, 1914.

Operate over S.P. Viaduct (Ordinance No. 1095)
Remove tracks, poles and wires on Kentucky St.
(3rd St.). Does not affect any franchise rights
that United Railroads now has on Kentucky St.

January 21, 1915. (new series)

To United Railroad Co. of S.F. Cease operation of cars on Berry St. - 3rd to 4th Sts; and 4th St. from Berry St. across 4th St. Bridge to Kentucky St.(now 3rd St.); and operate on 3rd St. from Berry St. across 3rd St. Bridge over Channel to Kentucky St. (now 3rd St.) beyond 4th St.

ORDER NO. 209 (2nd series) in Board of Supervisor July 31, 1899.
To Market St. Railway Co. after bids were received. Acceptance filed Aug. 16, 1899.
Railroad Ave. (now 3rd St.) from 16th Ave. South (now Palou Ave.) to San Bruno Ave. and Milliken St. (now San Bruno Ave.) along Milliken St. to point 20 feet north of County Line.

Sec. 2. First. Clause "B" applies.

Sec. 2. First. Clause "B" applies.
Second. Clause "A" and "D-2" apply.

USE OF ELECTRICITY

RES. NO. 11447 (3rd series) in Board of Supervisors Dec. 3, 1894.

REMARKS

There is no franchise for Broadway from Powell to Mason Sts.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years. Operating permit includes streets for which there are no franchises. Order No. 2019 is not among those listed as surrendered.

BUS PERMITS

ORDINANCE No. 280 approved Sept. 7, 1939; also Ordinance No. 1611 approved May 5, 1942. (Same as No. 280 as regards this line). Third St. - Townsend to Bryant. Line No. B-27. (Our Key No. 6).

ORDINANCE No. 510 approved Feb.28, 1940. Sec. 1c. County Line and Bay Shore Blvd.; along Bay Shore to San Bruno Ave.; along San Bruno to Third St.; along Third St. to Market St.; across Market St. and Geary St. to Kearny St.; along Kearny St. to Broadway; along Broadway to Embarcadero; along Embarcadero to Ferry Bldg.; also from Kearny St. and Broadway; along Eroadway to Powell St.; along Powell St. to Embarcadero. B15 and Bl6.

Sec. 4. Clause "F" applies.

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usually removed the rails in return for the salvage value of the rails. This piece of track is being put back in service by order of the Office of Defense Transportation and temporary paving is being constructed on both sides of the track. If the track was raised and put in first class condition, the autoists would probably use the track area to its utmost and retard the street car operation, so are omitting all work on the track from Channel to Alameda Sts. and recording the minimum amount of work to be done on the tracks and pavement over the viaduct.

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ESTIMATED COST OF WORK TO BE DONE (As of Dec. 31, 1943)

	Cost	\$ 1,572.30	2,601.32	30,747.78	45,289.44		00.96	2,167.30	96.996	3,072.60	\$86.513.70
\$33,286.24 5,228.10 28,437.00 18,384.00 1,082.36 \$85,513.70	Salvage Long Tons							68.5			\$1096.00
# 19.ft. (\$ 1.25 \$33.pt # 19.ft. (\$ 1.25 \$33.pt # 10.ft. (\$ 1.50 \$28.pt # 10.ft. (\$ 1.50 \$28.pt # 10.ft. (\$ 1.50 \$28.pt # 10.ft. (\$ 1.50 \$2.pt # 10.ft. (\$ 1.50	Remove Single Track @ \$1.08 Lin. Ft.							2017			2017
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ay)	Basalt Block Relay Sq. Ft.						800				800
ent & Base Pavement (Rela n.)	Asphalt Basalt Top Block Relay Sq. Ft. Sq. Ft	3486	6002	32021	1355			361	1517	6532	128024 52281 800 18958 12256 \$33,286.24 \$5228.10 \$96.00 \$28,437 \$18,384
vement & Ba p ok Pavement (Min.) ls - single ge	Asphalt Favement & Base Sq. Ft.	1920	2192	26918	46898			4604	1376	0694	128024
Asrhelt Pavement & Base Asphalt Top Basalt Elcok Pavement (Relay) Shim Rail Shim Rail (Min.) Remove rails - single track Less Salvage	R-37	Powell St. North PtBroadwa;	Broadway Mason-Kearny	Kearny St. Broadway-Market	Third St. Market-Channel	Third St. Channel-Alameda Visduct	Alameda-Mariposa	San Bruno Ave. Third-Arleta	Broadway Kearny-Embarcadero	Embarcadero Broadway-Ferry Bldg.	\$37,0

KEY NO. 8

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1. 18TH ST. - CASTRO ST. to MARKET ST.

ORIGINAL FRANCHISE

ORDER NO. 2306 passed over objections of Mayor Dec. 23, 1890.

To J. W. Hartzell, Behrend Joost, W. F. Thomas. Acceptance filed Dec. 29, 1890.

18th St. from Guerrero St. to Falcon Road, along Falcon Road to Caselli Ave., thence along Caselli Ave. to Park Lane Road (present line is along 18th St. to Market St. & Danvers St).

Sec. 2. Sections 498,500, 502 & 503 Civil Code apply. Clause "D-1" applies.
Sec. 4. Section 499 (joint use) applies.

Sec. 7. Clause "A" applies.

USE OF ELECTRICITY

ORDER NO. 2306 - Sec. 3.
To propel cars by approved electrical appliances.

RES. NO. 5151 (3rd Series) approved

May 18, 1891.

To S.F. and San Mateo Railway Co. Right to maintain poles already erected and operate road by means originally proposed, provided company shall hereafter erect such poles as Board designates and determines as suitable in lieu of poles now erected in conformity with franchise heretofore granted, which is hereby approved.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

TROLLEY BUS PERMIT

and amended by Ordinance 15.0914 approved July 9, 1934 and amended by Ordinance 15.09110 approved August 20, 1935.

To Market St. Railway Company for unexpired term

of operating permit of Feb. 9, 1931.

PAVING OBLIGATIONS

Abandon and remove its street railway tracks and substitute an overhead electric trolley bus

service.

Sec. 5. When the tracks are removed, company will restore pavement to satisfaction of Director of Public Works. Tracks abandoned to be removed by company at its expense.

LAST CAR

Aug. 21, 1942. Letter from Market St. Ry. Co. to Controller Boyd. Cars being operated along 18th St. from Castro to Market Sts., that is No. 8 line, operates during peak hour service.

REMARKS

East of Castro St. tracks removed and repaved.

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ode apply. Clause 'D.' smiles.

ATPEN NO. 2300 - 896. 3.

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Aug. 61, 1942. Tathing from Prone (St. By. Co. bo Confighior bond. Done borne operated along 19th. St. Thos Centro to Peech Like, that is Do. allow St. Thos Centro to Peech Like, that is Do. allow

Bank of Cantro Ch. tranks removed and received.

KEY No. 9

ESTIMATED COST OF WORK TO BE DONE As of December 31, 1943

Asphalt Pavement and Base	1,520 sq. ft. @ \$.26	\$ 395.20
Asphalt Top	15,810 sq. ft10	1,581.00
Shim Rails	760 lin.ft. 1.50	1,140.00
	Estimated Cost	\$ 3,116.20

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County of the Control of the Control

KEY NO. 10 Line No. B24

to CASTRO ST.

CASTRO ST. - 26TH ST. to DIVISADERO ST. 1. 2. DIVISADERO ST. - CASTRO ST. to JACKSON ST. JACKSON ST. - DIVISADERO ST. to FILLMORE ST. FILLMORE ST. - JACKSON ST. to BROADWAY - FILLMORE ST. to STEINER ST. BROADWAY STEINER ST. - BROADWAY to UNION ST. GREEN ST. - STEINER ST. to FILLMORE ST. (north bound) UNION ST. - STEINER ST. FILLMORE ST. - GREEN ST. to FILLMORE ST. (south bound) 9. to MARINA BLVD. 10. NOE ST. - 26th ST. to CLIPPER ST.

Item 2. Divisadoro St. - Castro St. to Page St., never any tracks; Page St. to O'Farrell St. under Ellis & O'Farrell Line (Key No. 28).

ORIGINAL FRANCHISES

CLIPPER ST. - NOE ST.

11.

ITEM 1
ORDER NO. 1875 not approved by Mayor or returned with objections; became law Oct. 9,1886.
To Market St. and Fairmount Railway Co.
Acceptance filed Oct. 18, 1886.
Castro St. - 26th St. to Market St.
Sec. 2. Sections 498,500 & 502 of Civil

Code apply. Sec. 6. Clause "A" applies.

ORDER NO. 2304 passed over objections of Mayor Dec. 23, 1890.
To Moffatt, Reinstein & Eisner.
Acceptance filed Dec. 31, 1890.

Sec. 1. Divisadero St. - Vallejo St. to Sacramento St.

Sec. 4. Clause "D" applies.
ORDER NO. 2589 approved Dec. 6, 1892.
To Market St. Cable Railway Co.

Acceptance filed Dec. 23, 1892.

Sec. 1. Divisadoro St. - Ridley St. (now Duboce Ave.) to northerly end. Res. No. 13948 (3rd series) adopted Mar. 9, 1886, abandoned Divisadoro St. from Ridley St. to Page St. and from Jackson St. to northerly end.

Sec. 2. Clause "B" applies. Sec. 7. Clause "A" applies.

Sec. 8. Sec. 499 (joint tracks) of Civil Code applies.

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ORDER NO. 1871 approved July 14, 1886. To Martin, Ballard, Adams et al for 25 years. Acceptance filed July 14, 1886. Sec. 1. Jackson St. - First Ave. (now Arguello Blvd.) to Steiner St.; Jackson St. -Battery St. to Steiner St. (single track): Jackson St. - First Ave. to Presidio Ave. abandoned by Order No. 2019. Sec. 2. Sections 498,500,502 & 503 of Civil Code applies. Clause "D-1" applies. ORDER NO. 1882 passed over objections of Mayor Nov. 22, 1896. To Martin, Ballard, Adams et all, extended time to 45 years. TTEM 4 Fillmore St. - Jackson St. to Broadway. See Item 9 for details. ITEM 5 No franchises. ITEM 6 No franchises. ITEM 7 No franchises. ITEM 8 ORDER NO. 2015 approved Dec. 18, 1888. Supplementing Order No. 1549 passed over objections of Mayor Dec. 30, 1879. To Baldwin, Halliday, Moffett, Brittan et al. Union St. - Montgomery Ave. (now Columbus) to Steiner St. This line was taken over by Municipal Railway and not by Market St. Railway Co. ITEM 9 Fillmore St. - Green St. to Marina Blvd. Fillmore St, - Union St. to Marina Blvd. ORDER NO. 2541 approved June 3, 1892. To Market St. Cable Railway Co. Acceptance filed June 9, 1892. Fillmore St. - Ridley St. (now Duboce Ave.) to northerly end.

Sec. 2. First & Second. Clause "B" applies. Sec. 7. Clause "A" applies.

ITEM 10 No franchises. ITEM 11

No franchises.

TOTAL STORY OF THE TANK TO A STORY TO STORY and not by Maris E. M. Reilvay Co.

Fillmens Ct. - Chick it, to Morine steel, Fillmore St. - Union Ct. to less se et uc.

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Fillisope St. - Redley if. (men Buhco, Agg.: to nowskindy edd.

arc. 2. Fines & widow, close & on Las

No financhi se a.

No franchidaes.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

Item 1. Castro St .- 26th to Market Sts. 2. Divisadero St .- Page to Jackson Sts.

> 3. Jackson St .- Powell St. to Presidio Ave. 4. Fillmore St.-Duboce Ave. to Marina Blvd.

5. Ordinance No. 763. 6. Ordinance No. 763.

7. Ordinance No. 1487 amending Ordinance Nos. 763 and 930.

8. Ordinance No. 1487 amending Ordinance Nos. 763 and 930.

9. Fillmore-Duboce Ave. to Marina Blvd.

10. Ordinance No. 763.

11. Ordinance No. 763.

BUS PERMITS

ORDINANCE NO. 763 (series of 1939)

approved July 30, 1940. Sec. 1. Items 1,2,3,4 & 5,as at head of Key. Item 6. Steiner St. - Broadway to

Filbert St.

Item 7. Filbert St. - Steiner to

Fillmore Sts. Item 9. Fillmore St. - Filbert St. to

Marina Blvd.

Items 10 & 11, as at head of Key. ORDINANCE NO. 930 approved Nov. 19, 1940. Sec. 1. Changes Items 6, 7 & 9 to read: As

at head of Key; amending Ordinance No. 763. ORDINANCE NO. 1487 approved Jan. 6, 1942.

Sec. 1. Changes Items 6,7,8 & 9 to read: As at head of Key, that is North Bound. Steiner St. - Broadway to Green St.; Green St. -Steiner to Fillmore Sts.; Fillmore St. - Green St. to Marina Blvd. South Bound. Fillmore St. - Marina Blvd. to Union St.: Union St. - Fillmore St. to Steiner St.; Steiner St. - Union St. to Broadway.

ORDINANCE NO. 763 approved July 30,1940. Sec. 11. Company within 18 months of operation of bus service, remove rails and repave that portion of street occupied by said rails. Castro St. - Alvarado to 26th Sts., leaving slot rails in place. Within 3 years of operation of bus service, remove

rails and repave that portion of street occupied by said rails. Castro St. - 18th to Alvarado St.,

leaving slot rails in place.

Within 5 years of operation of bus service, remove rails and special work on Divisadero St. from O'Farrell to Sacramento Sts., leaving ties in place and repaying portion occupied by said rails. Within 5 years of operation of bus service, remove rails on Fillmore St. from Broadway to Marina Blvd. repaving portion occupied by rails; remove slot rails on Fillmore St. from Broadway to Green St., and cut off the upper part of yokes of said rails, repaving that portion occupied by said rails.

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ORDINANCE NO. 1575 approved Apr.16,1942. Agreement between Company, City and County, and Works Projects Administration.
Exhibit "A." Item 16 (part of our Item 2). Divisadero St. from north line of O'Farrell St. to southerly reil of Sacramento St. Remove 4689 lin. ft. of single track and repave trenches. Item 17 (includes our Item 9). Fillmore St. from 80 ft. south of north line of Broadway to Marina Blvd. Remove 1979 ft. single track tram rails, slot rails, pull box cover and yokes, fill cable trough, and pave track area. Remove 6818 lin.ft. of single track and repave trench.

No further work will be cone under this agreement due to cessation of activities of Works Projects Administration.

ORDINANCE NO. 2374 approved Sept.24,1943. Item 6 (part of our Item 2). Divisadero St. from north line of O'Farrell St. to southerly reil of Sacramento St. - 4689 lin.ft. single track. Remove rail, repave trenches.

Item 7. Fillmore St. from south line of Broadway to end of track at Marina Blvd. 6288 lin.ft. single track. Remove rail and repave trenches. 1429 lin.ft. single track - remove tram rails, slot rails, pulley box covers and yokes, fill cable trough and repave track area.

LAST CAR

April 5, 1941, except Item 1. Castro St. - 18th to Market Sts. (Key No.1)

2. Divisadero St.-Page to O'Farrell St. (in Key No. 17).

Ordinance repeals Ordinance No. 1575.

 Jackson St. - Divisadero to Fillmore St. (in Key No. 21).

4. Fillmore St. - Jackson St. to Broadway (in Key No. 30).

KEY NO. 10

ESTIMATED COST OF WORK TO BE DONE As of Cec. 150: 37, 1943

CASTRO ST. - HILL TO ALVARADO STS. Last car Apr. 5, 1941 - by Ordinance No. 763 till April 5, 1944 to do work.

 Remove Rail
 1,232 lin.ft. @ \$1.08 \$1,330.56

 Salvage
 16.2 long tons 16.00 259.20 \$1,071.36

 Asphalt Pavement & Base
 2,464 sq.ft. .26 640.64

 Asphalt Top
 3,080 sq.ft. .10 208.00

 \$2,020.00

DIVISADERO ST. - O'FARRELL TO SACRAMENTO STS.

Maintenance

Asphalt Pavement & Base 2,099 sq.ft. @ \$.26 \$ 545.74

Asphalt Top 1,075 sq.ft. .10 107.50

Asphalt Top on Baselt Block Base 322 sq.ft. .18 57.96

\$ 711.20

Tabulated as maintenance

Bus Permit Obligation

Last Car Apr. 5, 1941 by Ordinance No. 763 till April 5, 1946 to do work.

 Remove single track
 4,689 lin.ft. @ \$ 1.08 \$5,064.12

 Salvage
 148. long tons
 16.00 2,368.00 \$2,696.12

 Asphalt Pavement & Base
 9,378 sq.ft.
 .26 2,438.28

 \$5,134.40

1,230 10n.ct. @ 11.08 #1,370.56

16.0 long tone 1.00 <u>200.20</u> 11,001

30.805 or. .11.ps 080.8

16.050,88

Committee of the commit

- control of the business

bathbrhames

L vement & Pace 2,099 eg.ft. @ 4.25 4 5 15.70

malt Top on Baselt Block Bese 322 eq.ft. .19 gr.35

5, 1941 by Ordinarde No. 765 till April 5, 1945 to

4,609 11m.ft. @ \$ 1.05 \$5,064.19

188. long ters 16.00 2,387.00 \$2,601.12

of segment

\$30 20

1,100.00 \$ 7,685,60

FILLMORE ST. - GREEN ST. TO MARINA BLVD. (Including 56 feet of Green St. Crossing)

Maintenance

@ \$ 70

.50

Webiter o rob	νος εά. το.	470 ° 20
Tabulated as Maintens	Bus Permit Obligation	
Last Car Apr. 5, 1941 do work.	- By Ordinance No. 763 till Apr. 5, 191	6 to
Remove single track	6,011 lin.ft. @ \$1.50 \$6,491.88	
Less Salvage	189.5 long tons 16.00 <u>3,032.00</u> \$3	,459.88
Asphalt Pavement & Ba	ese 12,022 sq.ft26	3,125.72

Tabulated as maintenance

Brick Pavement.

Agnholt Ton

FILLMORE ST - BROADWAY to GREEN ST. (Including crossing of Broadway and 12.75 ft. of Green St. crossing)

2,200 sq.ft.

Bus Permit Obligation

Last Car Apr. 5, 1941 - By Ordinance No. 763 till Apr. 5, 1946 to do the work.

Remove single track, cut yokes and fill cable slot	1,429 lin.ft. @	\$2.57 \$3,672.53
Less Salvage	29.8 long tons	16.00 476.80
Asphalt Pavement & Base	5,937 sq.ft.	\$ 3,195.73 .26
Asphalt Top	1,427 sq.ft.	.10 142.70
Concrete Pavement	8,800 sq.ft.	.30 2,640.00
		\$ 7.522.05

. / . . * trank, our pokes 1,009 lin.ct. o 20.57 65,672.cs

KEY No. 11 Lines Nos. 27, 28, 41, 42 B26, B27, B28, B42

to BRYANT ST. 1. SECOND ST. - MARKET ST. to SIXTH ST. (6th to 26th St. in 2. BRYANT ST. - SECOND ST. Key No. 6) 26th ST. - BRYANT ST. to MISSION ST. BRANNAN ST. - THIRD ST. to SECOND ST. BUSH ST. - KEARNY ST. to SANSOME ST. SANSOME ST. - BUSH ST. to EMBARCADERO ORIGINAL FRANCHISE ORDER NO. 1532 approved Nov. 28, 1879. To Omnibus Railroad Co. of S.F. Acceptance filed Nov. 29, 1879. Second St. - Howard St. to Market St. (Item 1); Second St. - Brannan St. to Howard St. (Item 1); Brannan St. - 3rd St. to 2nd St. (Item 4) Sansome St. - Market to Washington Sts. (Item 6); Sansome St. - Washington to Jackson Sts. (Item 6). Sec. 2. Sections 498,500 & 502 of Civil Code apply. Sec. 5. Section 499 (joint tracks) applies. Sec. 8. Clause "A" applies.
ORDER NO. 2065 passed over objections of Mayor June 17, 1889. To Omnibus Cable Co. Acceptance filed June 20. 1889. Second St. - Howard St. to Brannan St. Sec. 2. Sections 498,500,502 & 503 of Civil Code apply. Sec. 4. Section 499 (joint tracks) applies. Sec. 7. Clause "A" applies. ORDER NO. 2086 approved Aug. 2, 1889. To North Beach and Mission Railroad Co. Acceptance filed Aug. 2, 1889. Second St. - Bryant St. to Folsom St. (Item 1); Bryant St. - Channel St. to Second St. (Item 2). Sec. 4. Sections 498,500,502 & 503 of Civil Code apply. Clause "D-2" applies. ORDER NO. 2113 approved Oct. 16, 1889. To North Beach & Mission Railroad Co. Supplementary to Order No. 2086 with same conditions. 26th St. - Folsom St. to Bryant St. ORDER NO.2306 passed by Board over objections of Mayor Dec. 23, 1390. To Hartzell, Joost, Thomas et al. Acceptance filed Dec. 29, 1890. Bryant St. - East St. (now Embarcadero) to 8th St. (Item 2); 2nd St. - Bryant St. to Brannan St. (pert

> Code apply, Clause "D-1" applies, Sec. 4. Section 499 (joint tracks) applies. Sec. 7. Clause "A" applies.

Sec. 2. Sections 498,500,502 & 503 of Civil

of Item 1).

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            To the but it is it of i.e. Accepted for 28, 197. Accepted file filed Mov. s, 1970.
     Sec. 5. Sention 305 (joint transa) rgrl c.
                                                                                                                                                                                                                                       cavil Code apply.
                Second Second Co. to Erwel St. (Its. 1. 2000) St. (Its. 1. 2000) Second 
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ORDER NO. 2086 approved Aug. 2, 1889. To North Beach & Mission Railroad Co.

Acceptance filed Aug. 2, 1889 (Item 3).

Sec. 1. Commencing at intersection of 26th St. and Folsom St., along 26th St. to Bryant St. Sec. 2. Right to use electricity with

modern appliances.

Sec. 4. Sections 498,500,502 & 503 of Civil Code apply. Clause "D" applies.

ORDER NO. 2113 approved Oct. 16, 1889.

Supplementary to Order No. 2086. Sec. 2. Conditions and restrictions as contained in Order 2086.

ORDER NO. 2788 approved Aug. 1, 1894. To Market St. Railway Co.

Acceptance filed Aug. 17, 1894.

Sec. 1. 26th St. from intersection Folsom St. to intersection with Mission St.

Sec. 2. Clause "B" applies.

Sec. 4. Clauses "A" and "C" apply.

ORDER NO. 2788 in Board of Supervisors Aug. 1, 1894.

To Market St. Railway Co.

Acceptance filed Aug. 17, 1894.
26th St. - Folsom St. to Mission St. (Item 3).
Sec. 2. First & Second. Clause "B" applies.
Sec. 4. Clauses "A" and "C" apply.

ORDER NO. 1524 approved Nov. 12, 1879. To Central Railroad Co. of S.F.

Acceptance filed Nov. 13, 1879.

Bush St. - Sansome St. to Kearny St. (Item 5); Sansome St. - Jackson St. to Bush St. (Item 6).

Sec. 2. Sections 498,500 & 502 of Civil Code apply.

Sec. 5. Section 499 (joint tracks) applies.
Sec. 8. Clause "A" applies.
ORDER NO. 208 (second series) in Board

of Supervisors July 31, 1899.

To Market St. Railway Co. after receiving bids. Acceptance filed Aug. 16, 1899.

Sansome St. - Jackson St. to northerly termination. Sec. 2. First & Second - Clause "B" applies.

Sec. 4. Clauses "A" and "C" apply.

ORDER NO. 2306 - section 3. To propel cars by use ---- or most approved

electrical appliances.

RES. NO. 5151 (third series) in Board of Supervisors May 18, 1891.
To San Francisco & San Mateo Railway Co. Maintain polos already erected hereafter erect such poles as Board may designate. Refers to Bryant St. - East St. to 8th St. (Item 2); 2nd St. Bryant St. to Brannan St. (Part 8, Item 1).

USE OF ELECTRICITY

St. and Polson Su, close 25th to 10. Jewise un ene ene ene ene en estat en e ipplementain; so order no. 2.36.
Sec. 2. Con Hildone and scotmidtions of con-To Manket St. Pariway Co. is. 2003 in Board of Eur prising

20th St. - Molsom St. to Mission St. (Trus 3). Sec. 2. Dinas & S. coc. Flower "S. cond. Sec. B. Clauses ", and "F. apply.

Company of the State of the State of them St. (Them St. to State of them St. (Them St. to State of them St. (Them St. to State of the St. (Them St. to State of the St. (Them

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ORDINANCE NO. 20 (new series) approved June 12, 1906.

To United Reilroads of San Francisco.
Operate all of its cable lines, so far as grades permit, by electricity, overhead trolley system.
RES. NO. 728 approved Aug. 17, 1900.

To Market St. Railway Co.
Bush St. - Kearny St. to Battery St. (Item 5).
Continue to use electric wires suspended, if

placed to satisfaction of Board of Public Works.

RES. NO. 3098 (4th series) approved

July 31, 1899. To Market St. Railway Co.

Sansome St. - Jackson St. to Market St. (Item 6). Ornamental iron poles.

ORDER NO. 208 (second series)- Sec. 3. At option propel by electricity overhead or under-

ground.

OPERATIONS PERMIT

BUS PERMIT

From Feb. 9, 1931 for 25 years.

ORDINANCE NO. 280 approved Sept. 7,1939.
Amended by Ordinance No. 1611, approved May 5,1942, for unexpired term of operating permit.
B25, Bryant St. - Army St. to 6th St. (Item 2);
B27, 26th St. - Mission St. to Bryant St. (Item 3);
Bryant St. - 26th St. to 4th St. (Item 2); Bryant St. - 26th St. (Item 2); 2nd St. - St. 5rd St. to 2nd St. (Item 2); 2nd St. - Bryant St. to Market St. (Item 1); Market St. - 2nd St. to 1st St.; 1st St. - Market St. to Harrison St.; Harrison St. - 1st St. to 2nd St. - known as No. 27 line

ORDINANCE NO. 510 approved Feb.28,1940 for unexpired term of operating permit.

(d) Embarcadero - Forry Bldg. to Howard St.;
Howard St. - Embarcadero to Steuart St.; Steuart St. - Howard St. to Folsom St.; Folsom St. - Steuart St. to 2nd St.; 2nd St. - Folsom St. to Townsend St.; Townsend St. - 2nd St. to 7rd St.; 3rd St. - Townsend St. to Brannan St.; Brannan St. 3rd St. to 2nd St.

ORDINANCE NO. 280 approved Sept.7,1939. From 26th St. and Mission St., along 26th St. to Bryant St. (Bus Line 27) for unexpired term of operating permit.

Capp St. to 26th St.

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SPECIAL PAVING OBLIGATIONS

Ordinances Nos. 280 and 1611 - Clause "E." Ordinance No. 510 - Clause "F."

ORDINANCE NO. 1575 approved Apr.16,1942. An agreement between Company, City and County, and Works Projects Administration.

Exhibit "A," Item 12 - B yant St. - 2nd St. to Army St. - see Key No. 6. Exhibit "B," Item 6-Sansome St. N.L.Bush to S.L. Embarcadero; and Bush St. - E.L. Kearny St. to W.L. S nsome St.; Item 7 - Second St. from N.L. Brannan to S.L. Mission St.; and Brannan St. from W.L. of 2d St. to E.L. of 3d St.

Track and pavement reconstruction as follows:

Item 6 \$6,750.00

Item 7 - \$9,500.00

No work done and agreement is dead due to cessation of activities of Works Projects Administration.

ORDINANCE No. 2374 approved Sept.24, 1943, provides in Exhibit "B" Items 6 & 7 - Track and Pavement Reconstruction - Sansome St. from north line of Bush St. to south line of Embarcadero and Bush St. from east line of Kearny St. to west line of Sansome St.

\$6,750.00
2d St. - from northerly line of Brannan St. to southerly line of Mission St. and Brannan St. from westerly line of 2d St. to easterly line of 3d St. \$9,500.00
Ordinance repeals Ordinance No. 1575.

LAST CAR

Cars still operate over all streets, as well as buses.

- Proposition

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PROLUBIES OF PORT & PROPERTY OF STREET

Freek and Save not Remarked sign - in most Freek north list of Savie and a district Entremeders and Burn St. order heat which Keeping St. to werd like it does not the

2d St. Propositionly list of instance 7. Ensourcesty loos of A sels 7. e.c. 5 and an 3b. increased white of 8d 21 to Argenty list of 9d St. 1 and 15 C. C. Talling of 7d Theory and 15 C. T. Talling of 7d Theory and 15 C. T.

Car still igente aven all arrests as well as well

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ESTIMATED COST OF WORK TO BE DONE

	\$ 6,457.62	3,599.30	4,926.24	13,624.50	5,233.50 \$33,841.16	Cost tsst	\$ 7,605.98	992.00	1,964.92	00.100,1	1,262,30	21,014.96	3,489 \$5,233.50 \$33,841.16
						Shim Rail (Min.) Lin.Ft.	2,448					1,041	3,489
1943	\$.26	.10	.18	1.50	1.50	Shim Rail Lin.Pt.	95	50	869			8,069	9,083
As of December 31, 1945	24,837 sq.ft. @	35,993 sq.ft.	27,368 sq.ft.	9,083 lin.ft.	3,489 lin.ft	Asphalt Top on B.B.	16,72)	4,150	510.	4,420		1,568	\$4,926.24
As of De	24,837	35,993	27,368	9,083	3,489	Asphalt Top Sq. Ft.	3,872	1,440	192		12,623	17,866	35,993
The state of the s	9		ock Base			Asphalt Pavement & Base Sq. Ft.	1,518	100	2,117	790		20,312	\$6,457.62 \$3,599.30
	Asphalt Pavement and Base	Asphalt Top	Asphalt Top on Basalt Block Base	Shim Rail	Shin Rail (Min.)	R	Second Street Market-Bryant	Bryant Street 2d to 6th	26th Street Bryant-Mission	Brannan Street 2d to 3rd	Bush Street Kearny-Sansome	Sansome St. Bush-Embarcadero	

KEY NG. 11

KEY NO. 12 Line No. 11

22ND ST. 22ND ST. - MISSION ST. to CHATTANOOGA ST. CHATTANOOGA ST. - 22ND ST. to 24TH ST.

24TH ST. - HOFFMAN AVE. to DOLORES ST. DOLORES ST. - 24TH ST. to 22ND ST.

ORIGINAL FRANCHISE

ORDER NO. 2589 approved Dec. 6, 1892.

To Market St. Cable Railway. Acceptance filed Dec. 23, 1892.

Covers all four streets.

Sec. 2. Second. Clause "B" applies. Sec. 7. Clause "A" applies Sec. 8. Section 499, Civil Code of Calif.

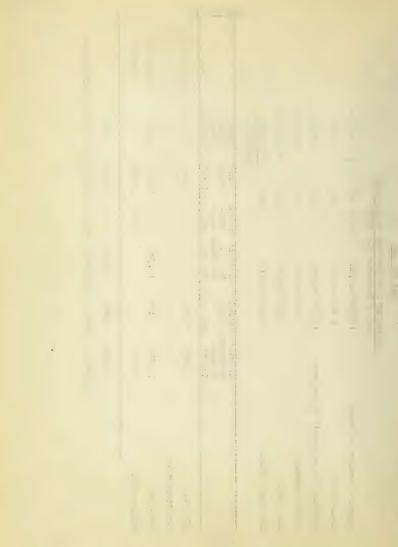
applies.

OPERATING PERMIT From Feb. 9, 1931 for 25 years.

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in It Pavement & Base		10,559 sq.ft.		\$.26		\$ 2,745.34	
Aspialt Top		2,463 sq.ft.	q.ft.		.10	246.30	
Asolalt Top on Basalt Block Base	9886	14,380 sq.ft.	q.ft.		18	2,588.40	
Brick Pavement		300 sq.ft.	q.ft.	3	.50	150.00	
Chin Rail		6,718 lim.ft.	in.ft.	H	1.5:	15, C. T. Oc.	
Shim Rail (Min.)		2,008 lin.ft.	in.ft.	-1	1.50	\$,012.00	
	Asphalt Asphalt Pavement Top & Base Eq. Ft. Sq. Ft.	Asphalt Top Sq. Ft.	As shelt Briek Top on Pave- B.3.Base ment Sq. Ft. Sq. F	Brick Pave- e ment Sq. Ft	Brick Shin: Pave- Rail ment Sq. Ft. Lin.Ft.	Shorn Rail (Min.) Lin.Ft.	Cost
220 St.	580	2,300			290		* \$ 815.80
Chettanooga St.		.20					2.00
24th St.	7,023	143	14,380		4,800	2,008	14,640,68
Dolores St.	2,956			300	1,628		3,360.56
And the second s	The second secon			the second section of the second		MANAGEMENT OF THE PROPERTY OF	

\$2.745.34 \$246.50 \$2,533.40 \$150.00 \$10,077.50 \$5,012.00 \$18,819.04 10,559 2,463 14,380 300 6,718 2,008



KEY NO. 13 Line No. B26

```
OCEAN AVE.
   SAN JOSE AVE.
                        COUNTY LINE
                                      to
 la. SAN JOSE AVE.
                        OCEAN AVE.
                                      to
                                           DIAMOND ST.
     DIAMOND ST.
                        SAN JOSE AVE.
                                      to
                                           CHENERY ST.
                        DIAMOND ST.
                                           30TH ST.
    CHENERY ST.
                                      to
    30TH ST.
SAN JOSE AVE.
                       CHENERY ST.
                                      to
                                           SAN JOSE AVE.) Key No. 7
                        30TH ST.
                                      to
                                           GUERRERO ST.
                    - SAN JOSE AVE. to
                                           18TH ST.
    GUERRERO ST.
7.
    18TH ST.
                        GUERRERO ST.
                                      to
                                           MISSION ST.
                    -
    MISSION ST.
                        18TH ST.
                                      to
                                           FREMONT ST. ) Key No. 3
9.
    FREMONT ST.
                   - MISSION ST.
                                      to
                                           MARKET ST.
10.
   FRONT ST.
                    •
                        MARKET ST.
                                      to
                                           PINE ST.
                                           SANSOME ST.
    PINE ST.
                    - FRONT ST.
                                      to
12.
    SANSOME ST.
                   - PINE ST.
                                           JACKSON ST. ) Key No. 11
                                      to
13.
    JACKSON ST.
                   - SANSOME ST. to
                                           BATTERY ST.
    BATTERY ST.
                                           MARKET ST.
15.
    FIRST ST.
                                           MISSION ST.
                        MARKET ST.
                                      to
```

ORIGINAL FRANCHISES

S

ORDER NO. 2305 passed over objections of Mayor Dec. 23, 1890.
To Hartzell, Joost & Thomas.
Acceptance filed Dec. 29, 1890.
Old San Jose Road (now San Jose Ave.) from Croton Ave. (now Diamond St. to the County Line.
Sec. 2. Sections 498,500,502 & 503 apply (Civil Code of Calif).
Sec. 2. Clause "D-1" applies.
Sec. 4. Section 499 (joint tracks) applies.

Sec. 7. Clause "A" applies.

ITEMS 2 to 6

Carried under Key No. 7.

iTEM 7

Bus permit Ordinance 510. No tracks now. ITEM 8

Carried by Key No. 3.

RES. 2685 - ITEMS 9 & 10 revocable bus permit. ITEMS 11,12 & 13

ORDER NO. 1524 approved Nov. 12, 1879.

To Central Railroad Co. of San Francisco. Acceptance filed Nov. 13, 1879.

Pine St. - Sansome St. to Market St. No tracks on this line; Sansome St. - Jackson St. to Bush Sts. Included in Key No. 11; Jackson St. - East St. to Sansome St. No company tracks on this line.

TYPEM 14

No tracks on street; have been removed between Market St. and California St. where previously existed.

THE REPORT OF THE PROPERTY OF

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Proceedings (12 contracts)

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ITEM 15
ORDER NO. 1523 approved Nov. 14, 1879.
To North Beach and Mission R.R. Co. of S.F.
Acceptance filed Nov. 21, 1879.
First St. - Market St. to Folsom St.
Agreement between company and Public Utilities
Commission of S.F., executed July 26, 1938. City
owns tracks, agreement as to maintenance.
(Resolution No. 2752 of Public Utilities Com.).

OPERATING PERMIT

From Feb. 9, 1931 for 25 years on:
Items 1, 1A & 15.
Items 2, 3, 4, 5, & 6 considered in Key No. 7.
Item 8 considered in Key No. 3.
Item 12 considered in Key No. 11.
Item 7 - never any tracks.
Item 9 - (no franchise) agreement with City.
Items 10, 11, 13 - never any tracks.
Item 14 - tracks removed.

ITEM 1

BUS PERMIT

ORDINANCE NO. 510, approved Feb. 28,1940.
To Market St. Railway Co. for unexpired term of operating permit.

(a) Commencing at County Line, thence along

San Jose Ave. to Diamond St.

Sec. 4. Clause "F" applies.

RES. NO. 1476 approved Nov. 27, 1940, revocable at will of Supervisors, covers Key No. 13, Items 9 & 10.

Items 11, 12, 13, 14 were Pine St. from Front St. to Battery Sts.; thence along Battery St. to Washington St.; along Washington St. to Sansome St.; along Sansome St. to Bush St.; along Bush St. to Battery St.; across Market St. to First St.

RES. No. 2685 approved June 9, 1942, revocable at will of Supervisors for Key No. 13,

Items 9, 10, 11, 12, 13,14 & 15.

LAST CAR

April 16, 1942.

May 17, 1943 - San Jose Ave. - Ocean Ave. to County Line car service resumed at request of Office of Defense Transportation between 5:37 A.M. and 6:05 P.M. except Sunday. In evenings and on Sundays, service ends at Daly City.

PAVING OBLIGATIONS

Clause "F" ORDINANCE NO. 510 - Section 4.

ORDINANCE No. 1575 approved Apr.16,1942.
Agreement between Company, City and County, and
Works Projects Administration.
Exhibit "A" Item 9. San Jose Ave. - N. line of
Circular Ave. to north rail on Ocean Ave. Remove
9289 feet of single track and repave trenches. No
work done on this section and none will be done, as
agreement is dead due to cessation of activities of
Works Projects Administration.

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KEY NO. 13

As of December 31, 1943

SAN JOSE AVE OCEAN AVE.	TO COUNTY LINE.		
Asphalt Pavement & Base	360 sq.ft. @ \$.26	\$	93.60
Asphalt Top	120 sq.ft10		12.00
Shim Rail	180 lin.ft. 1.50	-	270.00
		\$	375.60

ITEM 1A

Maintenance

Asphalt Pavement & Base	200 sq.ft. @ \$.26	\$ 52.00
Asphalt Top	12,532 sq.ft10	1,253.20
Shim Rail	100 lin.ft. 1.50	150.00
		\$1,455.20

Maintenance used in tabulation.

ITEM 1A

Last Car Apr. 16, 1942, by Ordinance No. 510 till Apr. 16, 1945 for work to be done.

SAN JOSE AVE. - MONTEREY BLVD. TO OCEAN AVE.

Remove rails & ties and fill into subgrade:

9,240 lin.ft. single track @ \$2,40 \$22,176.00

Salvage:

291.5 long tons	@ 16.00	4,664.00	\$17,512.00
A2 - 2 A - 7 -			

Asphalt Pavement & Base:

92,400 sq.ft.	@	. 26	24,024.00
			¢117 536 00

\$41,536.00

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KEY NO. 14

1. ARMY ST. - POTRERO AVE. to THIRD ST.

ORIGINAL PERMIT

ORDINANCE NO. 4559 (new series) approved

Apr. 25, 1918. To United Railroads of S.F.

Due to wer necessity, right to construct double tracks on Army St. from Potrero Ave. to Third St. connecting to tracks at both ends.

Sec. 7. Shall not be a franchise or fran-

chise rights.

DURATION OF PERMIT

Sec. 2. Rights and privileges to continue until City and County shall purchase and take over tracks and overhead construction.

JOINT USAGE

Sec. 2. Until purchase by City, shall have right of joint use as outlined in Section 5.

PAVING OBLIGATION

Sec. 3. When requested by City, shall pave or macademize to satisfaction of City Engineer, entire length of street between the rails and 2 feet outside and shall keep same in repair to satisfaction of City Engineer, flush with the street.

Sec. 6. Should company be prevented from operating cars for any reason beyond their control, before City exercises its rights of purchase as stated in Sections 4 & 5, company shall have the right to remove rails and physical structures and restore pavement to satisfaction of City Engineer but must notify City of intention so City may exercise its option of purchase.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

BUS PERMIT

Mar. 31, 1942.
This line is part of Bus Line No. 56. Shall not be considered a franchise or ripen into one and is revocable at will of Supervisors.

PERIOD OF BUS

Not to exceed duration of war and national emergency.

PAVING OBLIGATIONS

RES. NO. 1575 (series of 1939) approved Apr. 16, 1942.
Agreement between company, City and County, and Works Projects Administration.
Exhibit "A", Item 13. Remove rails and repaye trenches. No work done and agreement is dead due to cessation of activities of Works Projects Admin.

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LAST CAR

At time of examination for report of Sept.1942, the line was out of service as to street cars, due to track being cut by railroad spur into "Safeway Warehouse."

REOPERATION OF CARS

Dec. 7, 1942 cars operating during peak hours, 7 AM to 9 AM and 5 PM to 7 PM. Spur track has been fixed so cars can operate.

REMARKS

Why included in operating permit when 0 dinance No. 4559 was for war duration only and not a franchise.

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Variable Committee Committ

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KEY NO. 14

ESTIMATED COST OF WORK TO BE DONE As of December 31, 1943

Asphalt Pavement and Base	383	sq.ft. @ \$.26		\$ 99.58
Asphalt Top	1,389	sq.ft10		138.90
Shim Rail	35	lin.ft. 1.50		52.50
		Estimated	Cost	\$ 290.98

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C. Carrier Warra

KEY NO. 15 Line No. 12

1. ONONDAGA AVE. -2. OCEAN AVE.

MISSION ST. - to OCEAN AVE. ONONDAGA AVE .- to JUNIPERO SERRA BLVD.

ORGINAL FRANCHISES

ORDER NO. 2904 in Board of Supervisors Sept.16, 1895. To Market St. Railway Co. after bid for \$531.00. Acceptance filed Oct. 4,1895. Commencing at junction of Mission St. with Ocean Ave. (formerly Ocean House Road); thence along Ocean Ave. to westerly end; thence upon any extension of Ocean Ave. or intersecting streets now or may be laid out to ocean beach. Commencing at intersection of Ocean Ave. (formerly Ocean House Road) and Onondaga Ava.: thence along Onondaga Ave. to Mission St. and connecting with tracks there.

Sec. 2. Clause "B" applies.

Sec. 4. Clauses "A" and "C" apply.
ORDINANCE NO. 4719 approved Nov. 25,1918.
City and County of S. F. to pay to United Railroads of S.F. for use of part of its tracks and overhead; shall pay \$100,000 and $7\frac{1}{2}\phi$ per car mile for use of same. United Railroads to maintain tracks in first class condition.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

BUS PERMIT

ORDINANCE NO.510 approved Feb.28, 1940 for unexpired portion of operating permit. Sec. 16. From Junipero Serra Blvd. to Ocean Ave.; along Ocean Ave. to Mission St.; thence along Mission St. to Onondaga Ave.; thence along Onondaga Ave. to Ocean Ave. Sec. 4. Clause "F" applies.

LAST CAR

Cars still operate.

REMARKS

Junipero Serra Blvd. from Ocean Ave. to Sloat Blvd. and Sloat Blvd. from Junipero Serra Blvd. to Great Highway is run over private right of way and do not know what the obligations are.

that the second of the second

KEY NO. 15

ESTIMATED COST OF WORK TO BE DONE As of December 31, 1943

Asphalt Pavement	and Base	47,965 sq.	rt. @ \$.26	\$12,470.90
Asphalt Top		1,869 sq.:	ft10	186.90
Shim Rail		26,457 lin	.ft. 1.50	39,685.50
				\$52,343.30
	Asphalt	Asphalt	Shim	
	Pavement & Base	Top	Rail	
	Sq. Ft.	Sq. Ft.	Lin.Ft.	Cost
Onondaga Ave.				
Mission-Ocean	203	1,639	184	\$ 492.68
Ocean Ave.				
Onondaga-Juniper Serra	47,762	230	26,273	51,850.62
	47.965	1,869	26,457	
	\$12,470.90	\$186.90	\$39,685.50	\$52,343.30

KEY NO. 16 Line No. 21

HAYES ST. - MARKET ST. to STANYAN ST. STANYAN ST. FULTON ST. 2. - HAYES ST. to 3. 8TH AVE. - FULTON ST. to CLEMENT ST.

ORIGINAL FRANCHISE

ITEM 1 ORDER NO. 1514,

- approved

Sept. 20, 1879. To Market St. Railway Co. of S.F. Acceptance filed Sept. 23, 1879, amended by

Order No. 1676.

Sec. 1. Fifth. Commencing at intersection of Market St. & Hayes St.; thence along Hayes St. to Laguna St.; thence along Laguna St. to McAllister St.

Sec. 2. Sections 498,500 & 502 of Civil

Code of Calif. apply.

Sec. 5. Section 499 (joint use) applies. Sec. 8. Clause "A" applies.

ORDER NO. 1676 approved June 5, 1882. Sec. 1. Fourth. Commencing at intersection of Market St. and Hayes St.; thence along Hayes St. to westerly line of Stanyan St.

ORDER NO. 2541 approved June 3, 1892. To Market St. Cable Railway Co., for unexpired term of Order Nos. 1514 and 1676 with same conditions as far as applicable. Acceptance filed June 9, 1892. Does not apply to this line.

ITEM 2 ORDER NO. 2535 approved June 3, 1892. To Ocean Beach Railway Co. Acceptance filed June 6, 1892.

Stanyan - Fell St. to Fulton St.

ORDINANCE NO. 101 (new series) approved Nov. 19, 1906. To United Railroads of S.F. Revocable at pleasure of Supervisors.

Stanyan St. - Hayes St. to Fulton St.

ITEM 3 ORDER NC. 2781 in Board of Supervisors

July 2, 1894. To Adolph Sutro after bids were received. Acceptance by grantee filed with Supervisors July 18, 1894.

Sec. 1. Second. 8th Ave. - Clement St. southerly to "D" St. (now Fulton St).

Sec. 2. Use electricity. Sec. 3. If use electricity, get permission from Supervisors to erect poles.

Sec. 4. Clause "C" applies.

Sec. 5. Section too items are replicate

and the control of th

RESOLUTION NO. 41375 S.S. Dept. of Public Works passed Dec. 11, 1915. Directed United Railroads of S.F. to remove Cable (2) slots on Hayes St. between Divisadero St. and Central Ave. Work has not been done.

USE OF ELECTRICITY

RES. No. 11.448 (3d series) in Board of Supervisors Dec. 3, 1894.

To Adolph Sutro.

Permission to erect poles (wooden) on Item 3.
ORDINANCE NO. 20 (new series) approved

June 12, 1906.
Authorization to use electricity on all cable lines so far as grades permit. First class iron poles to be used.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

REMARKS

Item 2 - No line constructed on Stanyan St. from Fell St. to Fulton St. under Order No. 2535 or to line of which this is a part, unless we consider Fulton St. from Stanyan St. to Arguello Blvd. as covered by this order.

Find no record of Ordinance No. 101 (new series) having been revoked and this ordinance is covered as being surrendered when obtaining the operating permit of Feb. 9, 1931.

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KEY NO. 16

ESTIMATED COST OF WORK TO BE DONE As of December 31, 1943

Asphalt Pavemer	nt & Base 7	4,820 sq.f	t. @ \$.2	6	\$19,453.20
Asphalt Top	2	5,917 sq.f	t1	0	2,591.70
Asphalt Top on Block Base		1,061 sq.f	t. :1	8	1,990.98
Shim Rail	3	3,982 lin.	ft. 1.5	0	50,973.00
		E	stimated	Cost	\$75,008.88
	Asphalt Pavement	Asphalt Top	Asphalt Top on	Shim Rail	
	& Base Sq. Ft.	Sq. Ft.	B.B.Base Sq. Ft.	Lin.Ft.	Cost
Hayes St. Market-Stanyar	57,780	18,041	11,061	25,718	\$57,394.88
Stanyan St. Hayes-Fulton	1,788	452		894	1,851.08
8th Ave. Clement-Fulton	15,252	7,424		7,370	15,762.92
	74,820	25,917	11,061	33,982	
	\$20,541.82	\$2,591.70	\$1,990.9	8 \$50,2973.0	0 \$75,008.88

KEY NO. 17 Line No. 20

to 4TH ST. TOWNSEND ST. - 3RD ST. to MARKET ST. 2345678. - TOWNSEND ST. 4TH ST. ELLIS ST. - MARKET ST. to DIVISADERO ST. - DIVISADERO ST. to HYDE ST. O'FARRELL ST. HYDE ST. - ELLIS ST. to O'FARRELL ST. DIVISADERO ST. - O'FARRELL ST. to PAGE ST. OAK ST. PAGE ST. - DIVISADERO ST. to STANYAN ST. - STANYAN ST. to DIVISADERO ST. 9. STANYAN ST. - OAK ST. to HAIGHT ST.

ORIGINAL FRANCHISES

ORDER NO. 1523 approved Nov.14, 1879. To North Beach and Mission Railroad Co. of S.F. Acceptance filed Nov. 21, 1879.
Fourth St. - South end to Market St.; thence across Market St. to Stockton St. Townsend St. - Fourth St. to 200 feet east of 4th St. Sec. 2. Sections 498,500 & 502 of Civil

Code apply.

Sec. 5. Section 499 (joint use) applies. Sec. 8. Clause "A" applies.

ORDER NO. 1532 approved Nov. 28, 1879. To Omnibus Railroad Co. of S.F.

Acceptance filed Nov. 29, 1879. Townsend St. - 2nd St. to Central Pac. R.R. Co. offices between 3rd St. and 4th St.

Sec. 2. Sections 498.500 & 502 apply. (Civil Code of Calif.).

Sec. 5. Section 499 (joint use) applies. Sec. 8. Clause "A" applies.

ORDER NO. 1890 passed over objections

of Mayor Dec. 27, 1886. To A. W. Rose Jr. et al.

Acceptance filed Dec. 29. 1886.

Oak St. - Franklin St. to Stanyan St.; Stanyan St .-Oak St. to Waller St.; Ellis St. - Leavenworth St. to Broderick St.

Sec. 2. Sections 498, 500, 502 & 503 apply.

(Civil Code of Calif).
Sec. 4. Section 499 (joint use) applies.
Sec. 7. Clause "A" applies.

ORDER NO. 2449 Does not apply to this line. ORDER NO. 2558

Can find no record of it.

RES. No. 351 (4th Series) approved Dec. 10, 1887.

To Market St. Railway Co.

Surrender franchise and remove rails - Oak St. -Franklin St. to Fillmore St.



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ORDER NO. 2065 passed over objections

of Mayor June 17, 1889. To Omnibus Cable Company.

Acceptance filed June 20, 1889. Ellis St. - Leavenworth St. to Market St. Sec. 2&7. Clause "A" applies.

Sec. 4. Section 499 (joint use) applies.

RES. No. 7154 (3rd series).
Abandon Sacramento St. - Broderick St. to Walnut St.

ORDER NO. 2312 approved Dec. 20, 1890. To City Railroad Co.

Acceptance filed Dec. 26, 1890.

Page St. - Market St. to Masonic Ave. Sec. 2. Second. Clause "D-1" applies.

Sec. 8. Section 499 (joint use) Civil Code

applies.

RES. No. 13095 (3rd series) in Board of Supervisors Oct. 21, 1895.

Abandons Page St. - Market St. to Fillmore St. ORDER NO. 2311 passed over objections

of Mayor Dec. 29, 1890. To San Francisco Syndicate & Trust Co.

Hyde St. - Eddy St. to O'Farrell St.: O'Farrell St. - Hyde St, to Scott St.; Page St. - Baker St.

to Clayton St. With consent of City R.R. Co. Sec. 4. Sections 498, 502 & 503 of Civil Code apply. Clause "A" applies.

ORDER NO.2407 approved July 14, 1891. Supplementary to Order No. 2311.

To Metropolitan Railway Co.

Page St. - Clayton St. to Stanyan St. ORDER NO. 2496

Supplementary to Order No. 2311.

Does not apply to this line.

ORDER NO. 2589 approved Dec. 6, 1892. To Market St. Cable Railway Co. Divisadero St. - from Ridley St. (now Duboce Ave.)

to northerly end thereof.

Sec. 2. - Clause "B" applies.

Sec. 7. Clause "A" applies.

Sec. 8. Section 499 (joint use) applies.
RES. NO. 13948 (3rd series) in Board
of Supervisors Mar. 9, 1896.
Divisadero St. - Ridley St. (now Duboce Ave.) to Page St. - abandon.Divisadero St. - Jackson St. northerly - abandon.

on the ide gove horses 7 (187 - 18 To there is 55. "The law selected in the control of the law with the l See 1 (and de l'alle (and the) of the control of t June 10, 1895.

To Market St. Railway Co. after bid of \$500.00. Acceptance filed June 28, 1895.

O'Farrell St. - Hyde St. to Scott St. O'Farrell St. - Scott St. to Divisadero St.

Sec. 2. Second. Clause "A" applies.
Sec. 4. Clauses "A" and "C" apply.

ORDER NO. 2978 in Board of Supervisors
Mar. 23, 1896.

To Market St. Railway Co. after bids.

Acceptance filed Mar. 31, 1896.

Page St. - Masonic Ave. to Stanyan St. Hyde St. - Ellis St. to O'Farrell St.

O'Farrell St. - Hyde St. to Scott St. Sec. 2. Second. Clause "B" applies.

Sec. 4. Clauses "A" and "C" apply.

ORDINANCE NO.1575approved Apr. 16,1942. Agreement between Company, City and County and / Works Projects Administration.

Works Projects Administration. Exhibit "B" - Track and Pavement Reconstruction. 4th St. - South line of Market St. to north line of Townsend St. and Townsend St. from Westerly line of 3d St.to easterly line of 4th St. No work done on this line and none will be done due to cessation of activities of Works Progress Administration.

ORDINANCE NO. 2374 approved Sept. 24,1943. Exhibit "B" - Item calls for same work as Ordinance No. 1575 and estimated cost of work is \$18,025.00.

Ordinance No. 1575 is repealed.

USE OF ELECTRICITY

ORDINANCE No. 20 approved June 12,1906. All cable lines as far as grades will permit:
Order No. 1890

Order No. 1890 Order No. 2065 Order No. 2311 Order No. 2589 Order No. 2875

BUS PERMITS

PDINANCE NO. 280 approved Sept.7, 1939. From 26th and Mission to Bryant St.; along Bryant St. to 4th St.; along 4th St. to Townsend St.; to 3d St. Bus Line No. 27.

Clause "E" applies.
ORDINANCE NO. 1611 approved May 5, 1942.
Amends Ordinance No. 280 but not in route shown above.

ORDINANCE NO. 763

ORDINANCE No. 763
Divisadero St. - Castro St. to Jackson St.

LAST CAR

Cars operate over all streets shown on this key.

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		\$22,172,28 2,291,40 6,228,00 55,720,50 2,103,00	,785.18	\$88,733.98	Shim Remove Reil single Min.) track Lin.Ft.\$1.08 I.									250
F TONE		(M)	\$88,7	₩ ₩	Shim Reil (Min.) Lin.Ft		100	099	154			210	278	2017
ופ טיי אפר	51, 1943	(*************************************	15.00	Total	Shim Rail Ln.Ft.	9009	1,5850	10035	2184	110	4855	2305	2020	1208
ESTIMATED COST OF WORK TO BE As of December 51, 1945	sq.ft. sq.ft. lin.ft. lin.ft.	3.20 long tons 16.00		Asphalt Top on B.B.Base Sq. Ft.	1900	31100	1600						34600	
CHTMATTE	Jc sy	85,278 22,914 54,600 37,147 1,402	w 0		Asphalt Top Sq. Ft.	,		6414	166	844	1691	7975	2900	1760
[z		se Block Base			Asphalt Pavement & Base Sq. Ft.	1200	282210	23869	5749	220	11550	6110	5705	2665 RE078
		Ashalt Pavement & Base Ashalt Top Ashalt Top on Baselt Block Shim Track (Min.) Remove single track	Salvage		R-67	Townsend St. 32-4th Sts.	Fourth St. Townsend-Market	Ellis St. Market-Divisadero	O'Farrell St. Divisadero-Hyde	Hyde St. Ellis O'Farrell	Divisadero St. O'Farrell-Page	Divisadero-Stanyan	Page St. Stanyan-Divisader	Stanyan St. Oak-Haight

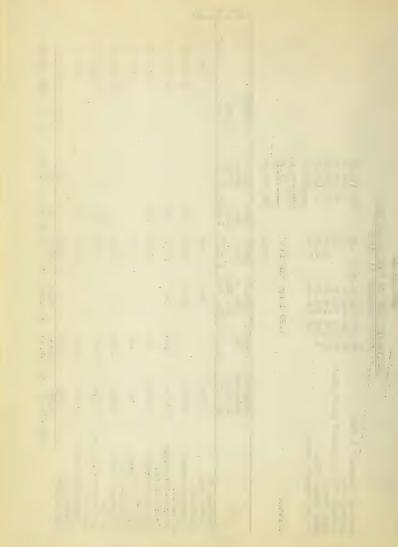
Key No. 17

s Cost

1,554.00 33,827.60 22,951.34 5,100.84 267,00

10,454.60 6,158.60 5,520.30 2,899.70 \$88,733.98

34600 37147 1402 250 \$6,228.00 \$55,720.50 \$2103 \$270.00



KEY NO. 18 Storage Tracks Emergency Track

ORDER NO. 1523 approved Nov. 14, 1879.

1. 8th ST. - MARKET ST. to MISSION ST.
2. 12th ST. - MARKET ST. to MISSION ST.
3. OTIS ST. - SO. VAN NESS AVE to MISSION ST.
4. 22nd ST. - MISSION ST. to SOUTH VAN NESS AVE.
5. PRESIDIO AVE. - SUTTER ST. to POST ST.
6. OAK ST. - FILLMORE ST. to DIVISADERO ST.
7. FAGE ST. - DIVISADERO ST. to FILLMORE ST.

ORIGINAL FRANCHISES

To North Beach & Mission R.R. Co. of S.F. Acceptance by grantee filed with Supervisors Nov. 21, 1879.
From along Market St. into 8th St. to Folsom St. Sec. 2. Sections 498,500 & 502 of Civil Code apply.

Sec. 5. Section 499 of Civil Code applies. Sec. 8. Clause "A" applies. ITEMS 2 & 3

ORDER No. 2312 approved Dec. 20, 1890. To City Railroad Co.
Acceptance by grantee filed with Board of Supervisors.
Commencing at intersection of Mission St. and 14th St.; thence along Mission St. and West Mission (now Otis St) to Potter St. (now 12th St.); thence along Potter St. (now 12th St.) to

Market St.
Sec. 2. Second. Clause "D-1" applies.
Sec. 7. Clause "A" applies.
Sec. 8. Section 499 (joint tracks) Civ.

Sec. 8. Section 499 (joint tracks) Civil Code of Calif - shall not be abridged.

THEM 4

ORDER NO. 2589 approved Dec. 6, 1892. To Market St. Cable Railway Co. Acceptance by grantee filed with Supervisors Dec. 23, 1892. 22nd St. from Potrero Ave. to Chattanooga St.

Sec. 2. Second. Clause "B" applies.

Sec. 7. Clause "A" applies. Sec. 8. Section 499 (joint tracks) Civil Code - shall not be abridged. ITEM 5

ORDER NO. 2781 in Board of Supervisors July 2, 1894.

Acceptance by grantee filed with Supervisors July 18, 1894.

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Sec. 1. First, Central Ave. (now Presidio Ave.) from Geary to Washington Sts.

Sec. 4. Rights and privileges upon terms, etc. that now or may be imposed by State of California or Board of Supervisors.

Clause "C" applies.

ITEM 6
ORDER NO. 1890 passed over objections

of Mayor Dec. 27, 1886. To A. W. Rose, Jr. et al.

Acceptance filed Dec. 29, 1886. Oak St. - Franklin St. to Stanyan St.

Sec. 2. Sections 498,500,502 & 503 of Civil Code apply.

Sec. 4. Section 499 (joint use) applies. Sec. 7. Clause "A" applies, ORDER NO. 2449

Does not apply to this line.
ORDER NO.2558

Can find no record of this order.

ITEM 7
ORDER NO. 2312 approved Doc. 20, 1890.

To City Railroad Co.

Acceptance filed Dec. 26, 1890.

Page St. - Market St. to Masonic Ave. Sec. 2. Second. Clauses "B-1" & "D-1" apply.

Clause "A" applies. Sec. 7.

Section 499 (joint use) applies.

RES. 13095 (3rd series)
Abandons Page St. - Market St. to Fillmore St. ITEMS 1,2,3

USE OF ELECTRICITY

ORDINANCE NO. 20 (new series)approved

June 12, 1906. To United Railroads of S.F.

Sec. 1. Authorizes operation of all cable

lines by electricity where grades permit.

Item 4. Order No. 2589 - Sec. 5.

Item 5. Order No. 2781 - Sec. 2. Item 6. Order No. 1890 - Sec. 3.

Item 7. Order No. 2312 - Sec. 5. Ord. 20 (N.S.)

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

OBLIGATIONS

ITEM & ORDINANCE NO. 1575 (series of 1939)

approved April 16, 1942. Agreement between company, City and County, and Works Projects Administration.

Exhibit B - Item 4 - called for track and pavement reconstruction. No work done and project is dead, due to cossation of activities by Works Projects Administration.

TASKS.

1-15 1 + 2 .19 4)

And the state of t

ORDINANCE NO. 2374 approved September 24, 1943.

Exhibit "B" Item 4. 8th St. - southerly line of Market St. to northerly line of Mission St. Track and pavement reconstruction necessary on any portion of track area - \$1,750.00. -Repeals Ordinance. No. 1575.

REMARKS

8th St. - was previously Key No. 18 Item 1. Item 2. 12th St. - was previously Key No. 19 Otis St. - "
22nd St. - " Item 3. part of Key No.3 Item 4. part of Key 12 11 Item 5. Presidio Ave. Key 21 11 Key 28 Ttem 6. Oak St. - " " " Key 29 Item 7. Page St. -

CRDINANCE NO. 15.0916 approved May 15,1935. Remove tracks and abandon service - 8th St. - between Brannan St. and Bryant St. - work completed.

ORDINANCE No. 15.09114 approved Dec. 31,1935. Remove tracks and abandon service on 8th St. between Mission St. and Bryant St. and repave portion of street formerly occupied by said railway tracks - work completed.

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KEY NO. 18 ESTIMATED COST OF WORK TO BE DONE As of Dec. 31, 1943

Page Divisadero-			110 01 100	· · / L ; L	11)		
Asphalt Top on Basalt Block Base 2,800 sq.ft18 504.00 Shim Rail (Min) 2,080 lin.ft. 1.50 547.50 Shim Rail (Min) 2,080 lin.ft. 1.50 3,120.00 \$7,733.68 Asphalt Asphalt Asphalt Shim Shim Rail Rail & Base Sq.ft. sq.ft. lin.ft. lin.ft Cost 8th Street Market Mission 100 2650 100 50 \$384.00 12th Street Market-Mission 2700 486.00 Otis Street South Ven Ness-Mission 179 17.90 2nd St Mission to So.Van Ness Ave. 10400 Presidio Sutter-Post Oak Fillmore-Divisadero 815 693 180 551.20 Page Divisadero-Fillmore 378 698 135 370.58 Folk Hayes Fell 1000 365 2080 5,733.68	Asphalt Pavement an	nd Base	11,693	sq.ft.	@ \$.26	\$3,0	40.18
## Sase	Asphalt Top		5,220	sq.ft.	-10	5	22.00
Shim Rail (Min) 2,080 lin.ft. 1.50 3,120.00 \$7,733.68 Asphalt Asphalt Asphalt Top Top on Rail Rail (Min.) & Base sq. ft. sq. ft. lin.ft. lin.ft Cost 8th Street Market Mission 100 2650 100 50 \$384.00 12th Street Market-Mission 2700 486.00 0tis Street South Van Ness-Mission 179 17.90 22nd St Mission to So.Van Ness Ave. 10400 Presidio Sutter-Post 0ak Fillmore-Divisadero 815 693 180 551.20 Page Divisadero-Fillmore 378 698 135 370.58 Polk Hayes Fell 1000 365 2080 5 \$7,733.68		lt Bloc	k 2,800) sq.ft.	.18	3 5	04.00
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Asphalt Asphalt Asphalt Shim Rail Rail Base Sq.ft. Sq.ft. Sq.ft. lin.ft. (Min.) 8th Street Market Mission 100 2650 100 50 \$384.00 12th Street Market-Mission 2700 486.00 0tis Street South Van Ness-Mission 179 17.90 22nd St Mission to So.Van Ness Ave. 10400 2080 5,824.00 Presidio Sutter-Post Oak Fillmore-Divisadero 815 693 180 551.20 Page Divisadero-Fillmore 378 698 135 370.58 Polk Hayes Fell 1000 365 2080 5,733.68	Shim Rail (Min)		2,080	lin.ft	. 1.50	3,1	20.00
Pavement & Top Top on Rail Rail (Min.)						\$7,7	33.68
Market Mission 100 2650 100 50 \$384.00 12th Street Market-Mission 2700 486.00 Otis Street South Van Ness-Mission 179 17.90 22nd St Mission to So.Van Ness Ave. 10400 Presidio Sutter-Post Oak Fillmore-Divisadero 815 693 180 551.20 Page Divisadero- Fillmore 378 698 135 370.58 Polk Hayes Fell 1000 365 2080 57.733.68		Pavemen'	t Top	Top on	Rail	Rai (Min	.)
Market-Mission 2700 486.00 Otis Street South 17.90 Van Ness-Mission 179 17.90 22nd St Mission to So. Van Ness Ave. 10400 2080 5,824.00 Presidio Sutter-Post 815 693 180 551.20 Page Divisadero- Fillmore 378 698 135 370.58 Polk Hayes Fell 1000 100.00 100.00 11693 5220 2800 365 2080 5 \$7,733.68	Market Mission	100	2650	100	50		\$384.00
Sutter-Post Oak Fillmore-Divisadero 815 693 180 551.20 Page Divisadero- Fillmore 378 698 135 370.58 Polk Hayes Fell 1000 100.00	Market-Mission Otis Street South Van Ness-Mission 22nd St Mission	to	179	2700		2080	17.90
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11693 5220 2800 365 2080 57,733.68	Divisadero- Fillmore	378	698		135		370.58
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9th ST. - BRANNAN ST. to MARKET ST. 2. LARKIN ST. - MARKET ST. to POST ST. POST ST. - LARKIN ST. to POLK ST. 4. POLK ST. - POST ST. to NORTH POINT ST. BEACH ST. - POLK ST. to LARKIN ST. LARKIN ST. - BEACH ST. to NORTH POINT ST.) Bus Loop NORTH POINT ST. - LARKIN ST. to POLK ST. ORDER NO. 1525 approved Nov. 14, 1879. ORIGINAL FRANCHISES To Sutter St. Railroad Co. of S.F. Acceptance filed Nov. 21, 1879. 9th St. - Mission St. to Market St. and across Market St. to Larkin St.; Larkin St. Market St. to Sutter St.; Polk St.-Sutter St. to Union St. Sec. 2. - Sections 498,500 & 502 of Civil Code apply. Sec. 5. - Section 499 (joint use) applies. Sec. 8. - Clause "A" applies. ORDER NO. 1703 approved Jan. 3, 1883. To Sutter St. Railroad Co. Acceptance filed Jan. 10, 1893. Polk St. - Sutter St. to Market St.; Post St. Polk St. to Larkin St. Sec. 2 - Sections 498,500,502 & 503 of Civil Code apply. Sec. 4 - Section 499 (joint use) applies. Sec. 7 - Clause "A" applies. ORDER NO. 1907 approved Apr. 14, 1887. To Sutter St. R ilroad Co. Res. 19,824 filed Oct. 10,1887 accepted statement that \$40,000 expended within 6 months from grant of franchise as required by franchise. 9th St. - Mission St. to Brannan Sts. Sec. 3. Sections 498,500,502 & 503 of Civil Code apply. Opinion of City Attorney dated Sept.17,1912. During continuance of franchise keep entire roadway in good order and repair. Sec. 8. Clause "A" applies. ORDER NO. 2310 passed over objections of Mayor Dec. 23, 1890. To Sutter St. Railway Co.

> Sec. 8. Clause "A" applies. ORDINANCE NO. 2108 passed Dec. 16,1912 To United Railroads of S.F. - Revocable at will of Supervisors. Use portions of Bay & Laguna Sts.

Sec. 3. Sections 498,500,502 & 503 of

Acceptance filed Dec. 29, 1890. Polk St. - Union St. to Tonquin St.

Civil Code apply.

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ORDER NO. 2385 & ORDER NO. 547 (new series) do not affect this company or line.

USE OF ELECTRICITY

ORDINANCE NO. 20 (new series).

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

BUS PERMITS

ORDINANCE NO. 15.0914 approved July 9.

1934. 9th St. - Folsom St. to Harrison St. (part of overhead trolley coach permit.

RES. NO. 93 approved Feb. 15, 1939.

Bus permit, revocable at will. 9th St. - from Brannan St, to Market St., to Larkin St. to Post St. to Polk St. to Ft. Mason and North Point St. Cars to operate during peak hours.

ORDINANCE NO. 170 approved May 23, 1939.

9th St. - Bryant St. to Brannan St. Remove rails - abandon street car service.

RES. NO. 812 approved Feb. 19, 1940. 9th St. - southeasterly line of Bryant St. to northwesterly line of Market St. including crossings except that of Municipal Railway at 9th and Market Sts., and crossing at 9th and Howard Sts. - remove at its own expense said railway tracks and all trolley poles and wires, except to support feeder wires on one side of street; remove at own expense all street railway ties from 9th St. between southeasterly line of Bryant St. and southeasterly line of Folsom St. and construct at own expense simultaneously with city contract, a standard asphalt-concrete pavement consisting of 6 inch Class "F" concrete base and 2 inch asphalt concrete wearing surface 20 ft. wide and over present track area, on 9th St. from northwesterly line of Brannan St. to southeasterly line of Folsom St.

City to agree to pave at own expense after removal of rails between southeasterly line of Folsom St. and northwesterly line of Market St. and remove ties and fill and remove crossing of Municipal Railway at Market and 9th Sts., and crossing at 9th and Howard Sts. allow to operate buses 9th St. - from Brannan St. to Market St. and across Market St. to Larkin St. for unexpired

term of operating permit.
ORDINANCE NO. 703 approved July 2, 1940. 9th St. - southeasterly line of Bryant St. to northwesterly line of Market St. - discontinue street car service and remove its railway tracks.

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ORDINANCE No. 704 approved July 2,1940. From Merket and Larkin Sts. across Market St. to 9th St.; 9th St. - from Market St. to Brannan St. Motor buses for unexpired term of operating permit.

To operate motor buses in connection with street cars.

Larkin St. - Market St. to Post St.; Post St. -Larkin St. to Polk St.; Polk St. - Post St. to northerly end thereof - for unexpired term of operating permit.

Bus loop at Beach, Larkin and North Point Sts. has no permit, and no street car tracks ever existed on these streets.

PAVING OBLIGATIONS All work required on 9th St. from Brannan St. to northwesterly line of Market St. has been completed.

Agreement Detwoon company, City and County, and Works Projects Administration.

Exhibit "A". Folk, Post and Larkin Sts. from Market St. to north end of tracks on Polk St. - 930 lin.ft. single track - remove rails and pave trenches.

20,500 linift. single track - remove rails, repave trenches and construct asphaltic wearing surface over track area.

No work done under this agreement and none will be done, due to cessation of activities of Works Projects Administration.

LAST CAR

Larkin, Post and Polk Sts. - one run per day of street cars over this route, but will be increased as buses needed on other routes due to request of Office of Defense Transportation are released.

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	1.50 \$ 20,404.50 1.50 \$ 20,404.50 1.50 \$ 20,404.50	Shim Rail (Min.) Cost	+69-	2200 29,626.18	2200	\$7,161.70 \$675.70 \$1,225.08 \$10.80 \$20,404.50 \$3,300.00 \$32,777.78
		Shim Rail lin.ft.	1386	12217	36 13603	,404.50
31, 1943	7,5+3 sq.ft. 6,757 sq.ft. 7,6 sq.ft. 13,603 lin.ft. 2,200 lin.ft.	Concrete Pavement sq.ft.		36	36	0.80 \$20
As of Dec. 31, 1943	Block Base	Asphalt Top on B.B.Base		9089	9089	,225.08 \$1
	ment & Basalt on Basalt overent	Asphalt Top	586	6171	6757	675.70 \$1
	Ashalt Povement & Base Asphalt Top Asphalt Top on Baselt Block Base Concrete Tevement Shim Rail (Min)	Asphalt Pavement & Base sq. ft.	2900	t 23645	27545	7,161.70
-	चंद्द्		Larkin St. Market-Post Post St.	Larkin-Folk Folk St. Post-North Point 23645		-09-

KEY NO. 20 Line No. 22

FILLMORE ST. - BROADWAY to DUBOCE AVE. 1. DUBOCE AVE. - FILLMORE ST. to CHURCH ST. 3. CHURCH ST. - DUBOCE AVE. to 16TH ST. 16TH ST. - CHURCH ST. to KANSAS ST. - 16TH ST. to 17TH ST. KANSAS ST. - KANSAS ST. to CONNECTICUT ST. 17TH ST. CONNECTICUT ST. - 17TH ST. to 18TH ST. 18TH ST. - CONNECTICUT ST. to 3RD ST. ORDER NO. 1524 approved Nov. 12, 1879. To Central Railroad Co. of S.F. ORIGINAL FRANCHISES Acceptance filed Nov. 13, 1879. Fillmore St. - Turk to Post Sts. Sec. 2. Sections 498,500 & 502 of Civil Code apply. Sec. 5. Section 499 (joint use) applies. Sec. 8. Clause "A" applies. ORDER NO. 2541 approved June 3, 1892. To Market St. Cable Railway Co. Acceptance filed June 9, 1892. Church St. - 30th to Hermann or Kate Sts. Ridley St. (now Duboce Ave.) - Church to Fillmore Sts.; Fillmore St. - Ridley St. (now Duboce Ave.) to its northerly termination.; 16th St. - Illinois to Market Sts. Sec. 2. - Clause "B" applies. Sec. 7. - Clause "A" applies.
Sec. 8. Section 499 (joint use) applies.
RES. No. 10852 (3rd series).
Abandons Church St. - 30th to Hermann Sts. RES. NO. 13,948 (3rd series).
Abandons 16th St. - Illinois to Kanses Sts.; 16th St. - Church to Market Sts. ORDER NO. 2858 in Board of Supervisors April 15, 1895. To Market St. Railway Co. after bids for \$605.00. Acceptance filed April 26, 1895. Church St. - 16th to Ridley St. (now Duboce Ave); Duboce Ave. - Church to Fillmore Sts. Sec. 2. Clauses "B-1" and "B-2" apply. Sec. 4. Clauses "A" and "C" apply. ORDER NO. 2469 approved Nov. 18, 1891. To Stump, Doble, Lilienthal, et al. Acceptance filed Dec. 4, 1891. Kansas St. - Channel to Santa Clara St. (now 17th St.); Santa Clara St. (now 17th St.) to Connecticut St.; Connecticut St. - Santa Clara (now 17th St.) to Solano St. (now 18th St.); Solano St. (now 18th St.) - Connecticut to Kentucky St. (now 3rd St.).
Sec. 3. Clauses "B-1" and "B-2" apply.

Sec. 8. Clause "A" applies.

Sec. 9. Sec. 499 (joint use) applies.

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USE OF ELECTRICITY RES

RES. NO. 11,600 (3rd series)

Connect to car house.

Turk St. between Fillmore and Steiner Sts.

Order No. 2469, Sec. 6 - Items 5,6,7, & 8.

Order Nos. 2369 and 2601 referred to at end of Order No. 2469 in franchise; have not been able to find copies of them.

Fillmore St. from Broadway northerly is included and analyzed under Key No. 10, Line B24.

KEY NO. 20 ESTIMATED COST OF WORK TO BE DONE As of Dec. 31, 1943

\$26,845.00 3,050.58 5,550.00 61,550.00 1,574.00	\$97,202.98
8 + 100 1.500 1.500 1.500	080
sq.ft. sq.ft. lin.ft.	Estimated Cost
103.250 30,599 20,281 1,100 41,016	Es
Asphalt Payement & Base Asphalt Top Asphalt Top on Besalt Block Base Brick Payement Shim Fail (Min)	

Cost \$44,614.84 37,109.22 15,478.92 292 lin.ft. Shim Rail 18,279 382 Pavement sd.ft. 1,100 4,440 18,297 Top on B.B.Base 16,681 3,600 sq.ft. Asphalt 7,017 11,302 Asphalt 12,280 sq.ft. Top 26,992 Pavement & Base 44,281 31,977 Asphalt sq.ft. Church % Market Sts. 16th and Pryant Sts. Church & Market Sts. S Fillmore & Broadway 18th and Third Sts. 16th & Bryant Sts.

\$26,845.00 \$3,059.90 \$?,650.58 \$550.00 \$61,524.00 \$1,573.50 \$97,202.98

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KEY NO. 21 Line Nos.

1. SUTTER ST. - MARKET ST. to PRESIDIO AVE. - SUTTER ST. 2. PRESIDIO AVE to CALIFORNIA ST. 3. CALIFORNIA ST. - PRESIDIO AVE. to PARKER AVE. - CALIFORNIA ST. to EUCLID AVE. PARKER AVE. - PARKER AVE. EUCLID AVE. to ARGUELLO BLVD. ARGUELLO BLVD. - EUCLID AVE. to CLEMENT ST. CLEMENT ST. - ARGUELLO BLVD. to 33RD AVE. 33RD AVE. GEARY BLVD. - CLEMENT ST. to GEARY BLVD. - 33RD AVE. 9. to 48TH AVE. 10. 48TH AVE. - GEARY BLVD. to PT. LOBOS AVE. CALIFORNIA ST. - PARKER AVE. to 6TH AVE. SACRAMENTO ST. - FILLMORE ST. to ARGUELLO BLVD. 11. 12. ARGUELLO BLVD. - SACRAMENTO ST. to LAKE ST. 13. 14. LAKE ST. - ARGUELLO BLVD. to 6TH AVE. 15. 6TH AVE. - LAKE ST. to FULTON ST. 16. JACKSON ST. - FILLMORE ST. to PRESIDIO AVE. 17. PRESIDIO AVE. - JACKSON ST. to CALIFORNIA ST.

ORIGINAL FRANCHISES

ORDER NO. 1531 approved Nov. 28, 1879 To City Railroad Co. Acceptance filed Dec. 1, 1879. Sutter St. - Dupont (now Grant Ave.) to Market St. Sec. 2. Sections 498,500, & 502 of Civil Code apply. Sec. 7. Clause "A" applies.

ITEMS 1 TO 11 INCL.

ORDER NO. 1525 approved Nov. 14, 1879. To Sutter St. Railroad Co. of S.F.

Acceptance filed Nov. 21, 1879.

Sec. 1. First. Sutter St. - Market St. to Central Ave. (now Presidio Ave.)

Sec. 2. Sections 498,500 & 502 of Civil Code apply.

Sec. 5. Section 499 applies. Sec. 8. Clause "A" applies.

ORDER NO. 2781 in Board of Supervisors July 2. 1894.

To Adolph Sutro.

Acceptance filed July 18, 1897. Central Ave. (now Presidio Ave) from Geary to Washington Sts.; First Ave. (now Arguello Blvd.) from Washington to Clement Sts.; thence along Clement St. from First Ave. (now Arguello Blvd.) to east line of City Cemetery Reservation.; thence through City Cemetery Reservation to 33rd Ave. ... along 33rd Ave. to Point Lobos Ave. (now Geary Blvd.); thence along Point Lobos Ave. (now Geary Blvd.) to 48th Ave.; thence along 48th Ave. to Point Lobos Road (now Point Lobos Ave.); along

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California St. westerly to Maple St.; thence southerly through private lands along unnamed St. (now Parker Ave.) to Richmond Ave. (now Euclid Ave.) to First Ave. (now Arguello Blvd.). Sec. 4. Clause "C" applies.

ITEM 11 ORDER NO. 1537 approved Nov. 29, 1879. To Stanford, Mills, Tevis, Wormser, et al Acceptance filed Dec. 8, 1879. California St. - First Ave. (now Arguello Blvd.)

(terminus of California St. Railroad Company's railroad line); thence along California St. to 6th Ave. for 50 years. Sec. 2. Sections 498,500 & 502 of Civil

Code of Calif. apply.

ORDER NO. 1489 approved Feb. 21, 1879. To California St. Railroad Co. for 25 years.

Sec. 2. Right to construct continuation of present California St. railroad from Cemetery Ave. or Central Ave. (now Presidio Ave.) to First Ave. (now Arguello Blvd.) by dummy steam engines.

ORDER NO. 1538 approved Nov. 29, 1879.

To California St. Railroad Co. Extended time of Order Nos. 1489 and 1292 (original franchise of Stanford, Hopkins, etc. for California St. from Kearny to First Ave. (now Arguello Blvd) changed to California St. from Kearny to Central Ave. (now Presidio Ave.) by Order No. 1489, to fifty years from Feb. 17,1879.

Order No. 1489 indicates that California Railroad Co. succeeded individuals who were grantees of Order No. 1292 for California St. - Kearny to 1st Ave. (now Arguello Blvd). Order No. 1537 granted for 50 years to individuals who were grantees of Order No. 1292. Order No. 1538 extended Order No. 1292 and Order No. 1482 to be for 50 years from Feb. 17, 1879. Did the Market St. Railway succeed to franchise covered by Order Nos. 1489 and 1537?

Franchise Book of 1910-pp 230 Thirty Four -Amended Articles of Incorporation of United Railroads of S.F. dated March 29, 1902 lists the questioned items as part of their franchises. Street Railway Transportation report by M. M. O'Shaughnessy dated 1929 pp 214 brings up the

same question.

ITEMS 12,13,14 & 15 ORDER NO. 2304 passed over objections of Mayor Dec. 23, 1890. To Moffatt, Reinstein & Eisner. Acceptance filed Dec. 31, 1890.

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Sec. 1. Sacramento St. - from Divisadero St. to and across First Ave. (now Arguello Blvd). to Lake St.; along Lake St. to 6th Ave.; along 6th Ave. to "D" St. (now Fulton St).

Sec. 4. Sections 498,500,502 & 503 of Civil

Code apply. Clause "D-2" applies.

ORDER NO. 2385 approved June 9, 1891.
To Ferries and Cliff House Railway Co., successors in interest to Martin, Ballard, Adams, et al.

Acceptance filed June 9, 1891.

Sec. 1. To extend for unexpired term of

Order Nos. 1881 and 1882 in effect Oct. 22, 1886 and Nov. 22, 1886 respectively which were to run for 45 years from July 14, 1886. Sacramento St. at Powell, connecting with track on Sacramento St.: thence along Sacramento St. to Maple St.

Carries conditions of Order Nos. 1881 and 1882

which are as follows:

Sec. 2. Order No. 1881. Sections 498, 500, 502 and 503 of Civil Code apply. Clause "D-1 applies.

ITEMS 16 & 17 ORDER NO. 1871 approved July 14, 1886. To Martin, Ballard, Adams, et al. Stipulation and acceptance filed July 12, 16 and Nov. 29, 1886. Jackson St. - from First Ave. (now Arguello Blvd.) to Steiner, double track; Jackson St. - from Battery to Steiner, single track. Time extended by Order No. 1882 over objections of Mayor, Nov. 22, 1886.
Sec. 2. Sections 498,500,502 & 503 of Civil Code apply. Clause "D-1" applies.

RES. NO. 18946 (new series) in Board, July 12, 1886.

Same route as Order No. 1871.

ORDER NO. 1926 approved Sept. 27,1887. To Martin, Ballard, Adams, et al. Acceptance filed Oct. 4, 1887. Central Ave. (now Presidio Ave.) from Jackson to California St., single or double track and curves into Central Ave. (now Presidio Ave.), from Jackson St.

Sec. 2. Sections 498,500,502 & 503 of Civil Code apply. Clause "D-1" applies also upon all portions of said streets which have been heretofore "accepted" by the City and County under the provisions of the Street Act, the said grantees, their successors, etc..... shall from and after the passage of this State de la constant de la constant

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Sec. 1. For mind in part of a control of a c

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which is a solution of the bank with the

order keep in good order and repair the surface of said accepted streets throughout the entire roadway thereof; and whenever any portion of said streets shall hereafter be accepted under the provisions of said act, said grantees, their successors and asigns shall, after the date of such acceptance, keep the surface of said streets in good order and repair throughout the entire roadway.

Provided that when any accepted street is not constructed upon or to the official grade thereof, or is not now in good order and repair, the liability of said grantees, their successors and assigns to keep the same in good order and repair shall not commence until the City and County shall have first placed the same in good order and re-pair and constructed the same to the official grade.

REMARKS

Presidio Ave. (formerly Central Ave.) from Jackson St. to California St. which was granted by Order No. 1926 approved Sept. 27, 1887 and no length of time of franchise is mentioned. City Attorney O'Toole seems to be of the opinion that this franchise expired in 25 years or on Sept. 27,1912 and no record appears of its extension. However this franchise was surrendered when receiving the operating permit of Feb. 9, 1931. California St. - from Maple (opposite Parker Ave.) to First Ave. (now Arguello Blvd.) is covered by Order No. 1538 extended the time of Order No. 1292 to 50 years. Order No. 1292 approved June 14, 1876 was to the California Street Railroad Company which has never been taken over by the Market Street Railway Company or its predecessors and can find no other franchise covering this section of line, but Order No. 1538 is included among the franchises surrendered and when receiving the operating permit of Feb. 9, 1931.

USE OF ELECTRICITY

ORDINANCE NO. 20 (N.S.) approved June 12,

1906.

Sec. 1. United Railroads of S.F. is hereby authorized to operate all of its several cable railway lines so far as grades will permit, by electricity and erect necessary poles and string necessary wires.

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The factors in the L. Thomps of this moddine in the film is seen to mention at a good less tarted to the control of the contro

Sec. 3. First class in every respect and include highly ornamental poles on Sutter St. from Market St. to the west line of Von Ness Ave. and on every alternate pole said company shall install and maintain, at its own expense, and without expense to the City, electric lights for the lighting of said Sutter St. First class iron poles shall be used feed wires underground on Sutter St. from Market St. to west line of V n Ness Ave. (Our Item 1). RES. 11448 (3d Series) in Board of

Supervisors Dec. 3, 1894.

To Adolph Sutro.

Permission to use electricity, erect necessary

iron poles.

Central Ave. (now Presidio Ave.) - from Geary to California St.; California St. - from Central Ave. (now Presidio Ave.) to Williamson St. (now Parker Ave). Wood poles. Williamson St. (now Parker Ave.) to Richmond Ave. (now Euclid Ave.) to First Ave. (now Arguello Blvd) to Clement St., etc. to 48th Ave. and Geary Blvd.

ORDER NO. 2781 in Board of Supervisors

July 2, 1894. To Adolph Sutro.

Sec. 2. - May use electricity (covers our Items 2, 3, 4, 5, 6, 7, 8 & 9).

ORDER NO. 2304 passed over objections

of Mayor Dec. 23, 1890.

To Moffat, Reinstein, Eisner et al.

Sec. 2. May use electricity (our Items part of 12, 13, 14 & 15).

ITEMS 3 TO 8

RESOLUTION No. 10,518 approved Nov. 13,1913 To United Railroads of San Francisco -Revocable at will of Supervisors

Acceptance filed Dec. 1, 1913 Presidio Ave. and Californfia St.-permission granted revocable at will of Supervisors to install single track on a curve connecting single track on Presidio Ave. at California to existing tracks of company on California St. at Presidio Ave. to convey cars from car barn at 33d Ave. and Clement St. to Presidio Ave. line over route as follows: California St. from Presidio Ave. to Parker Ave. to Euclid Ave. to First Ave. (Arguello Blvd.) to Clement St. to car barn at 33d Ave.

Permit granted subject to prior construction of a railway to Pacific Mail dock and not fulfillment of this obligation cancels the entire privilege.

OPERATING PERMIT From Feb. 9, 1931 for 25 years.

ORDINANCE NO. 510 aprroved Feb. 28, 1940. for unexpired term of operating permit. Sec. lf. Fulton St. - 6th to 7th Aves.; 7th Ave. - Fulton to Cabrillo Sts.; Cabrillo St. -7th to 6th Aves.; 6th Ave. - Cabrillo to Lake Sts.; Lake St. - 6th Ave. to Arguello Blvd.; Arguello Blvd. - Lake to Sacramento Sts.; Sacramento St. - Arguello Blvd. to Fillmore St.; Fillmore St. -Sacramento to Sutter Sts.; Sutter St. - Fillmore to Steiner Sts; Steiner St. - Sutter to Bush Sts.; Bush St. - Steiner to Fillmore Sts.; thence over same route; also 6th Ave. - Cabrillo to Fulton Sts. (Covers our Items 12, 13, 14 & 15). Route changed now over Bush St. from Fillmore St. to Webster St., to Sutter St., to Fillmore St., to Bush St. No franchise for this route. Changed at request of Police Department, 1942.

ORDINANCE NO. 510 - Sec. 4. Clause "F"

LAST CAR

Cars operate part of time and bus part of time.

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KEY NO. 21 STIMATED COST OF WORK TO BE DONE

	Cost	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	\$217,496.72
\$ 59,208.75 4,984.00 598.16 418.80 150,444.00 2,045.00 \$217,496.72	Shim Rail (Min.) lin.ft.	1362	100296 1362 \$150,444.00 \$2,043.00
	Shim Rail lin.ft.	20130 3852 1781 380 24565 20 9120 9120 5052 6953 7103 7103	100296
6 sq. ft. e \$ 2 sq. ft. 6 5 sq. ft. 6 6 lin. ft. 5 2 lin. ft. Estimated Cost	Concrete Pavement sq.ft.	1396	1396
227,726 49,840 18,940 100,296 1,596 1,562	Asphalt Top on B.B.Base sq.ft.	1000	2212 \$398.16
it and Base Basalt Block nt	Asphalt Top	1054 1054 1054 1054 1054 1054 127 127 15730 15730 1716 1164	49840
Asphalt Pevement and Asphalt Top. Asphalt Top on Basalt Base Concrete Pavement Shim Rail (Min)	Asphalt Pavement & Base sq.ft.	29527 282527 282527 1769 2 2120 2 2140 2 2146 1 1746 1 1746	227726 \$59,208.76
Asshe Asphe Aspho Concr Shim Shim		Butter StPresidio AveGalifornia StParker AveBuclid AveBuclid AveGear, BlvdHgth AveGalifornia StSacremento StArguello BlvdHgth AveGalifornia StSacremento StArguello BlvdIake StGalifornia StArguello BlvdJackson StJackson Fresidio Ave.	

MCALLISTER ST. - MARKET ST. to CENTRAL AVE. 1. - MASONIC AVE. to LA PLAYA ST. FULTON ST. 2.

- FULTON ST. to BALBOA ST. (Key No. 24). 3. LA PLAYA ST.

ORIGINAL FRANCHISE

ORDER NO. 1514 approved Sept. 20, 1879. To Market St. Railway Co. of S.F.

Amended by Order Nos. 1676 and 2289.

Acceptance filed Sept. 23, 1879.

Sec. 1. Fourth. Commencing at Market St.; thence along McAllister St. to a point within 400 feet west of west line of Divisadero St.

Sec. 2. Sections 498,500 & 502 of Civil Code

apply.

Sec. 8. Clause "A" applies.

ITEMS 1 & 2

ORDER NO. 1676 approved June 5, 1892, To Market St. Railway Co. of S. F.

Sec. 1. Third. Commencing at Market St.; thence along McAllister St. to Lott St. (now Central Ave.); thence southwest to Fulton St.; thence along Fulton St. to Stanyan St. ORDER NO. 1723 approved June 29, 1883.

To Market St. Cable Railway Co.

Along Fulton St. from Stanyan St. to First Ave. (now Arguello Blvd.).

ORDER NO. 2289 passed over objections

of Mayor Dec. 9, 1890. To Market St. Railroad Co. of S.F.

Sec. 1. Commencing at westerly end of track of Market St. Cable Railway Co. on Fulton St.; thence upon Fulton St. to junction with "D" St. (now Fulton St.); thence along "D" St. to 7th Ave. Amends Order Nos. 1514 & 1676, same rights.

ORDER NO. 2541 approved June 3, 1892. To Market St. Cable Railway Co. for unexpired terms of Order Nos. 1514, 1676 and 2289.

Acceptance filed June 9, 1892.

Commencing at westerly end of tracks of grantee on "D St. (now Fulton St.) near 7th Ave.; thence upon "D" St. (now Fulton St.) to westerly line of 19th Avenue.

Sec. 2. Second. Clause "B" applies. Sec. 7. Clause "A" applies.

ORDER NO. 2304 passed over objections of Mayor Dec. 23, 1890. To Moffatt, Reinstein & Eisner.

Acceptance filed Dec. 31, 1890.
"D" St. (now Fulton St.) from 6th Ave. to Ocean.

Sec. 4. Sections 498.500.502 & 503 of Civil Cod apply. Clause "D-2" applies.

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ORDER NO. 1524 approved Nov. 12, 1879. To Central Railroad Co. of S.F.

Acceptance filed Nov. 13, 1879.

"D" St. (now Fulton St.) - 1st Ave. to 6th Ave. Sec. 2. Sections 498,500, & 502 of Civil Code apply.

Sec. 5. Section 499 (joint tracks) applies. Sec. 8. Clause "A" applies.

ORDER NO. 2535 approved June 3, 1892. To Ocean Beach Railway Co.

Acceptance filed June 6, 1892 Fulton St. - Stanyan St. to 1st Ave. (now Arguello

Blvd). Sec. 2. First & Second. Clause "B" applies.

Sec. 5 Use electricity.

Sec. 7. Clause "A" applies.

Sec. 8. Sec. 499 (joint tracks) applies.

ITEM 3 . See Key No. 24 for this item.

PERMIT TO USE ELECTRICITY

ORDN. NO. 20 (new series) approved June 12, 1906.

To United Railroads of S.F.

Sec. 1. Authorized to operate all of its several cable railway lines as far as grades will permit, by electricity and erect necessary poles and string necessary wires.

OPERATING PERMIT From Feb. 9, 1931 for 25 years.

BUS PERMIT

ORDINANCE NO. 510 (series of 1939)

approved Feb. 28, 1940. Sec. f. Fulton St. - 6th Ave. to 7th Ave. part of Bus Line No. 4 (our Key No. 21).

ORDINANCE NO. 931 approved Nov. 19,1940. Amends Ordinance No. 510.

Does not affect this line.

OBLIGATIONS

ORDINANCE No. 1575 (series of 1939)

approved April 16, 1942. Agreement between company, City and County, and Works Projects Administration. Exhibit "B" Item 1. Track and pavement recon-

struction. McAllister St. from north line of Market St. to west line of Central Ave. No work done and agreement is dead due to cessation of activities of Works Projects Administration. ORDINANCE NO. 2374 approved Sept. 24,

1943

ITEM 4

Exhibit "B" McAllister St. - N.L. of Market St. to W.L. Central Ave. Track and Pavement reconstruction. Est. cost of work - \$11,401.00. Ordinance No.1575 is repealed. R-87

ESTIMATED COST OF WORK TO BE DONE AS Of Dec. 31, 1945

Ass Ass Ass Br Sh Sh	Asphalt Mavement & Base Asphalt Top Asphalt Top on Basalt Block Base Brick Fevement Shim Rail (Mir.)	nt & Base Basalt Blo		146,208 sq.ft. 20,881 sq.ft. 5,248 sq.ft. 71,168 lin.ft. 4,240 lin.ft. Estimated Cost	0 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	.26 \$38,014.08 .10 2,088.10 .18 944.54 .50 106,752 00 .1.50 106,752 00 \$154,449.82	\$35,014.08 \$,088.10 \$944.64 \$21.00 \$106,752.00 \$,350.00 \$154,449.82
	Asphalt Pavement & Base sq.ft.	Asphalt Top sq.ft.	Asphalt Top on B.B.Base sq.ft.	Brick Pavement sq.ft.	Shim Rail lin.ft.	Shim Rail (Min.) lin.ft.	Cost
Me.llister St. W.rket-Central Ave.	n6234	8409	3918		24134	702	\$50,584.88
Fulton St. Mssonic-La Playe)	47666	14833	1330	582	42024	3538	103,864.94
La Flaya Fulton-Balboa			SEE KEY 2^{4}				
	146,208 20,881 \$58,014.08 \$2,088.10	20,881	5,248	582 \$291.00	582 71,168 8 \$291.00 \$106,752.00	4,240	4,240 .00 \$6,360.00 \$154,449.82

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				7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7

KEY NO. 23 Line No.

- MASON ST. to ARGUELLO BLVD. 1. TURK ST. 2. ARGUELLO BLVD. - TURK ST. to BALBOA ST.

- ARGUELLO BLVD. to 31ST AVE. 3. BALBOA ST. 4. EDDY ST. - MARKET ST. to DIVISADERO ST.

MASON ST. - TURK ST. to EDDY ST.

ORIGINAL FRANCHISES

ITEMS 1, 2 & 3 ORDER NO. 1524 approved Nov. 12, 1879. To Central Railroad Co. of S.F.

Acceptance filed Nov. 13, 1879. Commencing at intersection of Taylor and Turk Sts., along Turk St. to First Ave. (now Arguello Blvd); Turk St. - Taylor to Market Sts.

Sec. 2. Sections 498,500 & 502 of Civil Code

of California apply.

Sec. 5. Sec. 499 (joint usage tracks) applies. Sec. 8. Clause "A" applies.

ORDER NO. 2541 approved June 3, 1892.

To Market St. Cable Railway Co. Acceptance filed June 9. 1892. Commencing at intersection of Turk & Fillmore Sts.; along Turk St. to and across First Ave. (now Arguello Blvd.) to "B" St. (now Balboa St.) to 19th Ave.

Sec. 2. Clause "B" applies. Sec. 7. Clause "A" applies.

Sec. 8. Sec. 499 (joint usage tracks) applies.

ORDINANCE NO. 9012 approved June 24,1931. To Market St. Railway Co. Period 25 years. Commencing at Turk St. and Divisadero St.; along Turk St. to and across Arguello Blvd.; to Balboa St.; on Balboa St. to point between 30th and 31st Avenues.

Sec. 2. Conditions and restrictions of Order No. 2541 apply - Clauses "A", "B" and Sec. 499

of Civil Code.

ITEM 4 ORDER NO. 2304 approved over objections of Mayor Dec. 23, 1890. To Henry Moffatt, J. B. Reinstein and M. S. Eisner. Acceptance filed Dec. 31, 1890. Commencing at intersection of Eddy and Market Sts.; along Eddy St. to its intersection with Divisadero

St. Sec. 2. Operate by electricity with modern appliances.

Sec. 4. Sections 498,500,502 & 503 of Civil Code of California apply. Clause "D-2" applies.

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ne. 2. Conditions and relations and at man No. 1961 avily - Masses 'A', 'A rest Co. . . .

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ORDER NO. 2311 approved Dec. 29, 1890, over objections of Mayor.

To San Francisco Syndicate and Trust Co.

Acceptance filed Jan. 2, 1891.

Commencing at intersection of Mason and Market Sts.; thence north on Mason St. to its intersection with Eddy St.

Sec. 2. Operate by electricity with modern

appliances.

Sec. 4. Sections 498,502 & 503 of Civil Code of California apply. Clause "D-2" applies.

ORDER NO. 2407 approved July 14. 1891. Does not apply to this line.

ORDER NO. 2496 approved Feb. 9, 1892.

To San Francisco Syndicate and Trust Co. Supplemental to Order No. 2311.

Eddy St. - Powell to Mason Sts.
Sec. 2. Conditions and restrictions, rights and privileges of Order No. 2311 apply.

ORDER NO. 2978 in Board of Supervisors

March 23, 1896. To Market St. Railway Co. after bids.

Acceptance filed March 31, 1896. Mason St. - Market to Eddy Sts.

Sec. 2. Second. Clauses "B-1" and "B-2" apply. Sec. 4. Clauses "A" and "C" apply.

USE OF ELECTRICITY

ORDINANCE NO. 9012 approved June 24,1931. Sec. 3. (Our Items 1, 2, & 3).

ORDER NO. 2978 approved Mar. 23, 1896. Sec. 3. (Our Item 5).

ORDER NO. 2304 approved Dec. 23, 1890. Sec. 2. (Our Item 4).

ORDER NO. 2311 approved Dec. 29, 1890. Sec. 2. (Our Item 5).

OPERATING PERMIT

From Feb. 9, 1931 for 25 years. Item 1 - Turk St. from Market to Divisadero Sts.; Items 4 & 5.

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KEY No. 23

ESTIMATE OF COST OF WORK TO BE DONE As of Dec. 31, 1943

Asphalt Pavement & Base	25,373 sq.ft. @	\$.26	\$ 6,596.98
Asphalt Top	2,297 sq.ft.	.10	229.70
Shim Rail	12,865 lin.ft.	1.50	19,297.50
Shim Rail (Min)	852 lin.ft.	1.50	1,278.00
			\$27,402.18

	Asphalt Pavement		Shim Ra		Rail in)
	& Base		lin.ft	t. lin.:	ft. Cost
	sq.ft.	sq.ft.			
Turk St. (Mason-Arguello)	11759	1998	5547		\$11,577.64
Arguello Blvd. (Turk-Balboa)					
Balboa St. (Arguello-31st Ave)	269			26.90
Eddy Street (Market-Divisadero) 13614		7318	852	15,794.64
Mason St. (Turk-Eddy)		30			3.00
	25,373	2,297	12,865	872	
\$6,	596.98 \$	229.70 \$1	9,297.50	\$1,308.00	\$27,402.18

KEY NO. 24 Line No. 7

1. HAIGHT ST. 2. STANYAN ST. 3. FREDERICK ST. - GOUGH ST.
- HAIGHT ST.
- STANYAN ST.
- ARGUELLO BLVD.
- FULTON ST.

to STANYAN ST. to FREDERICK ST. to ARGUELLO BLVD. to 48TH AVE.

ORIGINAL FRANCHISES

LINCOLN WAY

LA PLAYA ST.

S ITEM 1 ORDER NO. 1514 approved Sept. 20, 1879. To Market St. Reilway Co.

Acceptance filed Sept. 23, 1879.

Sec. 1. Sixth. Commencing at intersection of Market and Haight Sts.; thence along Haight St. to Golden Gate Park.

Sec. 2. Sections 498,500 & 502 of Civil Code

apply.

Sec. 5. Section 499 (joint use) applies.

Sec. 8. Clause "A" applies.

ORDER No. 1676 approved June 5, 1882

Does not apply to this Key.

ORDER NO. 2289 passed over objections of Mayor Dec. 2, 1890.

Does not apply to this Key.

ITEMS 2,3,4, & 5 ORDER NO. 1534 approved Nov. 28, 1879. To Leland Stanford, Collis P. Huntington and

Chas. Crocker.

Acceptance filed Dec. 6, 1879.
Intersection Haight and Stanyan Sts.; along Stanyan St. to Waller St.; thence curving right to point on "H" St. (now Lincoln Way); along "H" St. (now Lincoln Way) to #8th Ave.; thence on curve to Great Highway; thence along Great Highway to the Cliff.

Sec. 2. To operate under all provisions of the Civil Code.

Mayor Oct. 8, 1883.

Amending Order No. 1534.

Changing route on Great Highway from "H" St. (now Lincoln Way) to "D" St. (now Fulton St.) to 49th Ave. (now La Playa St.) along 49th Ave. (now La Playa St.) to point on "B" St. (now Belboa St.) Right of way through Golden Gate Park by authority of Park Commissioners. Must provide tunnel under main drive.

ORDER NO. 2449 approved Oct. 2, 1891. Supplementary to Order No. 1890. Stanyan St. - Waller St. to Carl St.

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ORDER NO. 2312 approved Dec. 20, 1892 To City Railroad Co.

Acceptance filed Dec. 26, 1890.

Sec. 1. Frederick St. - Masonic Ave. to westerly line of First Ave.

Sec. 2. Second. Clause "D-1" applies.

Sec. 7. Clause "A" applies.

Sec. 8. Sec. 499 (joint tracks) applies.
ORDER NO. 2536 approved June 3, 1892.
To Park and Ocean Railroad Co.

To Park and Ocean Railroad Co.
To extend tracks and use electricity.
Commencing on Stanyan St. opposite Waller St.;
thence running on Stanyan St. to Frederick St.,
connecting with tracks of City Railroad Co.

Sec. 3. Subject to conditions and restrictions contained in Order Nos. 1534 and 1736.

USE OF ELECTRICITY

ORDER NO. 2536 approved June 3, 1892. ORDINANCE NO. 20 (new series) approved June 12, 1906, for all cable lines.

OPERATING PERMIT

From Feb. 9, 1931, for 25 years.

TROLLEY BUS PERMIT

ORDINANCE NO. 15.0914 approved July 9, 1934. Electric overhead Trolley Bus. Stanyan St. - Waller to Haight Sts.; Haight St. Stanyan to Shrader Sts. Ordinance No. 15.09110, Aug. 20, 1935, does not affect this line.

REMARKS

Haight St. west of Clayton St. - both tracks pavement shows marks from motor casing scraping due to low tracks.

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KEY NO. 24 ESTIMATED COST OF WORK TO BE DONE As of Dec. 31, 1943

	Ab OI	DCC . JI	, エフマン			
Asphalt Pavement	& Base	89,437	sq.ft.	@ \$.26	\$23	,253.62
Asphalt Top		26,066	sq.ft.	.10	2	,606.60
Asphalt Top on Ba Block Base	salt	239	sq.ft.	.18		43.02
Shim Rail		39,301	lin.ft.	1.50	58	,951.50
Shim Reil (Min)		2,356	lin.ft.	1.50	_ 3	,534.00
		E	stimated	Cost	\$38	,388.74
	Asphalt Pavement & Base sq.ft.	Top		Rai: se		il n.)
Haight St. Gough Stanyan	40700	9321	239	20106	640	\$42,676.12
Stanyan St. Haight-Frederick	7565	1068		1575	938	5,843.20
Frederick St. Stanyan-Arguello	4369	1599		1247	390	3,751.34
Arguello-48th	36543	14058		16243	388	35,853.48
La Playa Fulton-Balboa	260	20		130		264.60
	89,437	26,066	239	39,301	2,356	

\$23,253.62 \$2,606.60 \$43.02 \$58,951.50 \$3,534 \$88,388.74

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1. 20TH AVE. - LINCOLN WAY to WAWONA ST. 2. WAWONA ST. - 20TH AVE.

ORIGINAL FRANCHISES

to 19TH AVE

ORDINANCE NO. :288 (N.S.)

Approved Oct. 17, 1907.

RES. NO. 1444 (N.S.) approved Oct.17,1907.

RES. NO. 2296 (N.S.) approved May 26,1908.

ORDINANCE NO. 425 (new series) approved

May 12, 1908.

To Parkside Transit Co. for 25 years.

Sec. 3. Second. The grantee, its successors or assigns shall continuously operate the whole of the railway ... and at the end of the term of the franchise, the road track and bed... and all its stationary fixtures upon the public streets shall become the property of the City and County.

Sec. 3. Third. The franchise shall not, upon expiration of the term thereof, be renewed or re-

granted.

Sec. 3. Fourth. Pave between rails and 2 feet on each side and between tracks if more than one ... and to keep same in good condition to the satisfaction of the Board of Public Works.

Sec. 3. Fifth. Different roads or municipal roads use tracks of this franchise not to exceed 10 consecutive blocks; expense of construction

and repair shared equally.

Sec. 3. Eighth. City and County have right, during last 10 years of franchise, to acquire the same with power plant, poles, wires, road bed, rails, rolling stock, and other equipment at valuation agreed upon; or, failing such agreement, at such valuation as may be fixed by a court of jurisdiction.

Not included in operating permit of Feb. 9, 1931, as Section 131 of Charter (1935) specifically omits this as a franchise, not to be surrendered.

REMARKS

Operated by Market St. Railway Co. who run by day to day permit but have no franchise. City has done no pavement repair, and Market St. Railway Co. only do track work that is absolutely necessary to keep cars running. Minimum amount of work necessary to put street in condition as to pavement follows:

Asphalt Pavement & Base Asphalt Top Shim Rail

Shim Rail (Min)

79,325 sq.ft. @ \$.26 50,760 sq.ft. .10 35,100 lin.ft. 1.50 1,200 lin.ft. 1.50

Estimated Cost

\$20,624.50 5,076.00 1,800.00

\$80,150.50

KEY NO. 26 Line No. 6

1. MASONIC AVE. - OAK ST. to FREDERICK ST. 2. FREDERICK ST. - MASONIC AVE. to CLAYTON ST. 34.56.78. - FREDERICK ST. to CARL ST. CLAYTON ST. CARL ST. - CLAYTON ST. to STANYAN ST. STANYAN ST. - CARL ST. to PARNASSUS AVE. PARNASSUS AVE. - STANYAN ST. to 5TH AVE. - FREDERICK ST. to CARL ST. STANYAN ST. JUDAH ST. - 5TH AVE. to 9TH AVE. NINTH AVE. - JUDAH ST. to PACHECO ST.

ORIGINAL FRANCHISES

ITEMS 1 & 2 ORDER NO. 2312 approved Dec. 20, 1890.

To City Railroad Co. Acceptance filed Dec. 26, 1890.

Sec. 1. Page St. and Masonic Ave.; along Masonic Ave. to Frederick St.; along Frederick St. to First Ave. (now Arguello Blvd.).
Sec. 2. First. Clause "B-1" applies.

Second. Clause "D-1" applies. 7. Clause "A" applies.

Sec. 8. Sec. 499 Civil Code (joint use)

applies.

ORDER NO. 2723 approved Dec. 18, 1893.
To San Francisco & San Mateo Railway Co., after bids. Acceptance filed Dec. 26, 1893.

Frederick St. - Ashbury to Clayton St. Sec. 4. Clause "C" applies.

ITEMS 1 & 4 (portion) & ITEM 3 ORDER NO. 3071 in Supervisors Mar.16,1897.

To Market St. Railway Co. after receiving bids. Acceptance filed Apr. 16, 1897. Commencing at intersection of Masonic Ave. with Oak St.; along Masonic Ave. to intersection with Page St. Commencing at intersection of Clayton St. with Frederick St.; along Clayton St. to Carl St.; along Carl St. to Cole St.

Sec. 2. Clause "B-1" and "B-2" apply. Sec. 4. Clauses "A" and "C" apply, ITEMS 4 & 6

ORDER NO. 2311 passed over objections of Mayor Dec. 29, 1890.

To San Francisco Syndicate and Trust Co.

Acceptance filed Jan. 2, 1891.

Sec. 1. Commencing at intersection of Carl and Cole Sts.; along Carl St. to First Ave. (now Arguello Blvd.); also intersection Waller and Cole Sts.; along Cole St. to point in line of Sullivan St. (now Parnassus Ave.); thence west through private property to Sullivan St. (now Parnassus Ave.) thence along Sullivan St. (now Parnassus Ave.) to extension of "J" St. (now Judah St.); thence along "J" St. (now Judah St.) to Third Ave.
Sec. 4. Sects. 498,502,503 Civil Code apply.
Clauses "A and "D-1" apply.

R= 26

ORDER NO. 2449 approved Oct. 2, 1891.

Supplementary to Order No. 1890. To A. W. Rose, et al.

Stanyan St. at Waller; along Stanyan to Carl St.; Carl St. from Stanyan to First Ave. (now Arguello Blvd.).

ORDINANCE NO. 123 approved Aug.21,1900 abandons Carl St. - Stanyan to "I" St. (now Irving St.).

ITEMS 5,6, & 7 ORDER NO. 105 (2nd series) in Supervisors August 8, 1898.

To Market St. Railway Co. after bids received. Acceptance filed Aug. 8, 1898.

Sec. 1. Commencing at intersection of Stanyan and Frederick Sts.; along Stanyan St. to Parnassus Ave.; along Parnassus Ave. to Fifth Ave. Sec. 2. Clauses "B-1" and "B-2" apply. Sec. 4. Clauses "A" and "C" apply.

ITEM 8 (portion) ORDER NO. 2685 approved Sept. 20, 1893. To Metropolitan Railway Co.

Acceptance filed Sept. 23, 1893.

Supplementary to Order No. 2311. Sec. 1. Beginning at intersection of 7th Ave. and "I" St. (now Irving); thence west on "I" St. (now Irving) to 9th Ave.; thence south on 9th Ave.

to "K" St. (now Kirkham St.). Sec. 3. Subject to provisions of Order No. 2311 in all respects.

TTEM 9

ORDER NO. 2306 passed over objections of Mayor Dec. 23, 1890. To J. W. Hartzell, Behrend, Joose and W.F. Thomas.

Acceptance filed Dec. 29, 1890.

Sec. 1. Commencing at Park Lane Road (now Clayton St.) between 17th and 18th Sts. if extended west to Stanyan St. through private land: thence along Stanyan St. from 18th St. extended to Waller St.

Sec. 2. Sections 498,500,502 & 503 of Civil Code apply.

Sec. 3. Use electricity with modern appliances. Sec. 4. Sec. 499 (joint use) Civil Code applies. Sec. 7. Clause "A" applies.

USE OF ELECTRICITY ORDER NO. 2311 passed over objections of Mayor Dec. 29, 1890.

ORDER No. 2685 approved Sept. 20, 1893.
ORDER No. 2723 approved Dec. 18, 1893.
ORDINANCE NO. 20 (new series) approved

June 12, 1906.

OPERATING PERMIT

25 years from Feb. 9, 1931, except Items 8 and 9 covering Judah St. - 5th Ave. to 9th Ave.; and 9th Ave. - Judah St. to Pacheco St., which were originally franchised by Ordinance No. 1460 (N.S.) approved Jan. 23, 1911 and to be for 25 years. On expiration of franchise, Jan. 23, 1936, reverted to City which is now responsible for maintenance. Figures for these items not included in estimated cost. Operated by Market St. Railway Co. on day to day permit. Minimum work necessary for maintenance shown separately on sheet "Estimated Cost of Work to be Done."

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	Cost	\$ 2,842.76	4,274.92	1,077.50	4,297.48	1,424.00	10,027.02	123.00		\$24,066.68
\$.26 \$5,541.12 .10 1.398.80 .18 932.76 1.50 13,371.00 1.50 2,823.00 \$24,066.68	Shim Pail (Min.) lin.ft.	62	140			480	1,200		1,882	\$13,371.00 \$2,823.00
sq.	Shim Rail lin.ft.	1,400	1,802	475	1,940		3,297		8,914	13,371.00
N H	Asphalt Top on B.B.Bsee sq.ft.		924	400	2,205	1,000	1,101		5,182	
ment and Base on Basalt Block Base un)	Asphalt Top	1,100	3,184	1,500	4,750	1,600	624	1,230	.13,988	\$1,398.80
Pave Top 1 (N	Asphalt Pavement & Base sq.ft.	2,076	3,684	550	1,983	1,400	11,619		21,312	\$5,541.12 \$1,398.80 \$932.76
Asphelt Asphelt Asphelt Shim Rai Shim Rai		Masonic ave. Oak-Frederick Frederick St	Masonic-Claytor	Frederick-Carl	Clayton-Stenyar Stenyan St.	Carl-Parmassus Parmassus Ave.	Stanyan-5th	Frederick-Carl		

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MAINTENANCE - BY CITY Items 8 & 9

Asphalt Pavement	& Base	5,506	sq.ft. @	\$.26		\$1,431.56
Asphalt Top		2,552	sq.ft.	.10		255.20
Asphalt Top on Ba Block Base	salt	2,400	sq.ft.	.18		432.00
Shim Rail		2,604	lin.ft.	1.50		3,906.00
Shim Rail (Min.)		140	lin.ft.	1.50	_	210.00
			Estimate	d Cost	\$	6,234.76
	Asphalt Pavement	Asphalt Top			Shim Rail	
	& Base sq.ft.	-	B.B.Base		(Min)	Cost
7 2-1 Ch	34.10.	34.10.	24.10.	1111.10.	1111-1 0-	0080
Judah St. 5th-9th Aves.	1340	180		320	140	\$1,056.40
Ninth Ave.				•		
Judah-Pacheco	4166	2372	2400	2284		5,178.36
	5506	2552	2400	2604	140	
	\$1,431.56					

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KEY NO. 27 Line - Cable

1. POWELL ST. - MARKET ST. to JACKSON ST. MASON ST. - CLAY ST. to COLUMBUS AVE. 2. COLUMBUS AVE. - MASON ST. to TAYLOR ST. - COLUMBUS AVE. to BAY ST. TAYLOR ST.

ORDER NO. 1839 passed over objections of Mayor Nov. 23, 1885.

To Bay Shore and South S.F. Street Railway Co.

Acceptance Nov. 30, 1885.

Powell St.- Jefferson to Market Sts. (Item 1) Sec. 2. Sections 498,500,502 & 503 of Civil Code apply; Clause "D-1" applies.

ORDER NO. 1856 passed over objections of Mayor June 1, 1886.

To Bay Shore and South S.F. Street Railway Co. Acceptance filed June 7, 1886.

This order is the same as Order No. 1839. ORDER NO. 2019 approved Dec. 18, 1888.

To Ferries and Cliff House Railway Co. Abandon Powell St. - Jefferson to Jackson Sts. granted by Order Nos. 1839 and 1856.

ORDER NO. 1532 approved Nov. 28, 1879.

To Omnibus Railroad Co. of S.F. Acceptance filed Nov. 28, 1879.

Sec. 1. Powell St. - Union St. to northerly end. Sec.2. Sections 498,500 & 502 of Civil Code apply.

Sec. 8. Clause "A" applies.

ORDER NO. 1881 approved Oct. 22, 1886. To Martin, Ballard, Adams, et al. Acceptance filed Oct. 25, 1886 and Nov. 29, 1886. Mason St. - Washington to Montgomery Ave. (now Columbus Ave.; Montgomery Ave. (now Columbus Ave.)-Mason to Taylor Sts. (Item 3); Taylor St.-Columbus

Ave. to Bay St. (Item 4). Sec. 2. Sections 498,500,502 & 503 of Civil

Code apply; Clause "D-1" applies.

ORDER NO. 1882 passed over objections of Mayor Nov. 22, 1886.

To Martin, Ballard, Adams, et al.

Extend period to 45 years from July 14, 1886. ORDER NO. 2385 approved June 8, 1891. Supplementary to 0 der Nos. 1881 and 1882.

To Martin, Bellard, Adams, et al. Acceptance filed June 9, 1891. Mason St. - Clay to Jackson Sts. Conditions same as in Order Nos. 1881 and 1882.

OPERATING PERMIT For 25 years from Feb. 9, 1931.

RESOLUTION NO. 1157 (Series 1939) passed by Supervisors July 15, 1940.

Move turntable Taylor St. Bay from crossing at own expense. City furnish fill and pavement. This is without prejudice to other rights of operating permit.

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KEY NO. 27

ESTIMATED COST OF WORK TO BE DONE As of Dec. 31, 1943

Asphalt Pavement & Base	16,232 sq.ft. @ \$.26 \$4,220.32
*	8,063 sq.ft10 806.30
Asphalt Top	0,000 sq.1010 000.90
Asphalt Top on Basalt Block base	350 sq.ft18 63.00
Brick Pavement	275 sq.ft50 137.50
Shim Rail	8,871 lin.ft. 1.25 <u>11,088.75</u>
	Estimated Cost \$16,315.87
Asphalt	Asphalt Asphalt Brick Shim

	Pavement	Top		Pavement Rai	.1 .
	& Base		B.B.Bas		
	sq.ft.	sq.ft.	sq.ft.	. sq.ft. lin.	ft. Cost
Powell St. Market-Jackson	. 275	2240		275 413	\$ 949.25
Mason St. Washington-Colu	umbus 8343	5623	350	4144	7,974.48
Columbus Mason Taylor	2664	200		1332	2,377.64
Taylor St. Columbus-Bay	4950			2982	5,014.50
	16,232	8,063	350	275 8,871	
	\$4,220.32	\$806.30	\$63.00	\$137.50 \$ \$11.088.	

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this is the				\$7.658,45	

KEY NO. 28 Lîne - Cable

1. JACKSON ST. - POWELL ST. to STEINER ST. 2. STEINER ST. - JACKSON ST. to WASHINGTON ST. 3. WASHINGTON ST. - STEINER ST. to POWELL ST.

ORIGINAL FRANCHISES ORDER NO. 1871 approved July 14, 1885.

To Martin, Ballard, Adams, et al.

To martin, Ballard, Adams, et al. Acceptance filed July 12, 1886 and July 16, 1886 and Nov. 29, 1886.

Jackson St. - First Ave. (now Arguello Blvd) to Steiner St.; Steiner St. - Jackson to Washington Sts.; Washington St. - Steiner to Battery Sts. Sec. 2. Sections 408 500 502 and 503 of

Sec. 2. Sections 498,500,502 and 503 of Civil Code apply; Clause "D-1" applies.

ORDER No. 1882 passed over objections of Mayor Nov. 22, 1886.
Extends life of Order No. 1871 to 45 years from

July 14, 1886.

ORDER NO. 2019 approved Dec. 18, 1888.

To Ferries & Cliff House Railway Co., successors to Martin et al.

Jackson St. - First Ave. (now Arguello Blvd.) to Central Ave. (now Presidio Ave.) - abandon. Jackson St. - Powell to Battery Sts. - abandon. Washington St. - Stockton to Battery Sts. - abandon.

ORDINANCE NO. 123 approved Aug.21,1900. To Market St. Railway Co. Jackson St. - Montgomery to Kearny Sts.-abandon.

OPERATING PERMIT From Feb. 9, 1931 for 25 years.

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MODERATE VALUE

CARRIATION TO SELECTION OF THE SELECTION

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From Web. 9, 1931 for 25 weens.

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KEY NO. 28

ESTIMATED COST OF WORK TO BE DONE As of Dec. 31, 1943

Asphalt Pavement & Ba	se e	8,393 sq.	ft. @\$.	26 \$2	,182.18
Asphalt Top	1	4,770 sq.	ft.	10 1	,477.00
Shim Rail	:	2,172 lin	oft. l	50 2	,715.00
Shim Rail (Min)	:	1,940 lin	.ft. 1.	50 2	,425.00
		Estim	ated Cost	\$8	,799.18
	Asphalt Pavement & Base sq.ft.	Asphalt Top	Rail	Shim Rail (Min.) lin.ft	. Cost
Jackson St. Steiner Powell	:7,446	3,380	206	1,780	\$4,756.46
Washington St. Steiner-Powell	947	10,527	1,966	160	3,956.42
Steiner St. Washington-Jackson		863			86.30
	8,393	14,770	2,172	1,940	
\$2,	182.18 \$	1,477.00	\$2,715.00	\$2,425.	00 \$8.799.18

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KEY NO. 29 Line B55

1. SACRAMENTO ST. - EMBARCADERO to FILLMORE ST. 2. FILLMORE ST. - SACRAMENTO ST. to CLAY ST. - FILLMORE ST. to WEBSTER ST. 3. CLAY ST. 4. WEBSTER ST. to SACRAMENTO ST. - CLAY ST. 5. SACRAMENTO ST. - WEBSTER ST. to LARKIN ST. 6. LARKIN ST. - SACRAMENTO ST. to CLAY ST. to EMBARCADERO 7. CLAY ST. - LARKIN ST. 8. EMBARCADERO - CLAY ST. to SACRAMENTO ST.

ORIGINAL FRANCHISES

ORDER NO. 1871 approved July 14, 1886. To Martin, Ballard, Adams, et al. Acceptance filed July 12, 1886, July 16, 1886 and Nov. 29. 1886. Sacramento St. - Battery to East St. (now

Embarcadero); East St. (now Embarcadero) -Sacramento to Clay Sts.; Clay St. - East St. (now Embarcadero) to Battery St.. Sec. 2. Sections 498,500,502 & 503 of Civil

Code apply; Clause "D-1" applies.

ORDER NO. 1882 passed over objections of

Mayor Nov. 22, 1886. To Martin, Ballard, Adams, et al. Extended life of Order No. 1871 for 45 years from July 14. 1886.

ORDER NO. 1540 approved Nov. 29, 1879. To Clay St. Hill Railroad Co. of S.F. Acceptance filed Dec. 31, 1879.

Clay St. - Kearny St. to Van Ness Ave. Sec. 2. Sections 498,500 & 502 of Civil Code apply.

Sec. 8. Clause "A" applies.

ORDER NO. 1926 approved Sept. 27, 1887. To Martin, Ballard, Adams, et al. Acceptance filed Oct. 4, 1887. Sacramento St. - Battery to Powell Sts.: Clay St. -Battery to Stockton Sts.

Sec. 1. Conditions of Order Nos. 1871 and 1882 apply.

Sec. 2. Sections 498,500,502 & 503 apply;

Clause "D-1" applies. Upon streets accepted under provisions of Street Act keep in good order and repair, the surface of accepted streets throughout the entire roadway, and upon streets thereafter accepted. If when accepted, street is not constructed upon or to official grade, or is not in good order or repair, liability shall not commence until City and County shall have first placed same in good order and repair and constructed to official grade.

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Terminata St. - satisfic Mills on the state of the state

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ORDER NO. 1926 is for 25 years and although refers to Order No. 1882, which gave 50 year franchise, still as passed later the term of 25 years would seem to hold, and accordingly there would be no franchise for Sacramento St. from Battery to Kearny Sts. This section of line, however, is included in the surrender permit.

ORDER NO. 2385 approved June 9, 1891.
Supplementary to Order Nos. 1881 and 1882.
To Ferries and Cliff House Railway Co., successors to Martin, et al.
Acceptance filed June 9, 1891.
Sacramento St. - Powell to Walnut Sts.; Larkin St. - Clay to Sacramento Sts.
Sec. 2. Conditions of Order Nos. 1881 and

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

1882 apply.

BUS PERMIT

ORDINANCE NO. 1403 approved Oct.15,1941. For unexpired term of operating permit. Supplementary and substitute service, Extension of street railway line operated along Fillmore St.

Sec. 1. Embarcadero and Sacramento St.; along Sacramento to Fillmore; to Clay; to Webster; to Sacramento; to Larkin; to Clay; to Embarcadero; to Sacramento.

Sec. 10. See Paving Obligations.

ORDINANCE NO. 1725 approved July 29,1942.
Sec. 1. Changes route to Gough St. instead of Larkin St. (This was probably passed to take care of Clay and Sacramento Sts. being made one way streets to Van Ness Ave., but as an injunction is pending, buses are using the original route as at the head of this Koy).

PAVING OBLIGATIONS CRDINANCE NO. 1405
Sec. 10. Within 5 years of commencement of bus service, shall remove cable rails, repaye that portion of street occupied by said rails, including paving over slot rails on Sacramento, Clay, and Larkin Sts. and the Embarcadero, leaving cable slot rails in place; provided that on Sacramento St., between Stockton and Mason Sts., grantee shall, within 12 months after commencement of bus service, remove the cable railway rails and slot rails, and repaye the street within the track area.

START OF BUS OPERATION

February 15, 1942.

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DATE OF COMPLETION OF PAVING OBLIGATIONS

Sacramento St. - Stockton to Mason Sts. - Feb. 15, 1943.
Remainder of work by Feb. 15, 1947.

WORK DONE TO DATE

Sacramento St. - Stockton to Mason Sts. -Rails removed and repaved as required. Sacramento St. - crossing Van Ness Ave. -Rails removed and repaved. Sacramento St. - Crossing Hyde St. -Rails removed and repaved, except where Hyde St. line crosses. Sacramento St. - crossing Stockton St. -Rails removed and repayed, except where Stockton St. line crosses. Sacramento St. - Stockton St. to Grant Ave. -Two hundred feet single rail removed and repaved. Sacramento St. - Grant Ave. to Kearny St. -Three hundred eighty two (382) feet single rail removed and repayed. Clay St. - crossing Stockton St. -Rails removed and repayed; crossing Hyde St. rails removed and repaved, except where Hyde St. line crosses.

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KEY NO. 29

ESTIMATED COST OF WORK TO BE DONE As of Dec. 30, 1943

Remove rails and repave trenches and pave over slot rails.

Pemove rails (single rail)	21,603 lin.ft. @ \$1.08	\$23,331.24
Salvage	331 long tons 16.00	5,296.00 \$18,035.24
Asphalt Pavement and Base	43,406 sq.ft. @ \$.26	11,285.56
Asphalt Top	141,450 sq.ft10	14,145.00
		¢43 465 80

Work to be completed by February 15, 1947.

1. FIRST ST. - FOLSOM ST. to NATOMA ST.

ORIGINAL FRANCHISE

ORDER NO. 1523 approved Nov. 14, 1879.
To North Beach & Mission Railroad Co. of S.F.
Acceptance filed Nov. 21, 1879.
First St. - Market to Folsom Sts.
Sec. 2. Sections 498,500 & 502 of Civil Code

apply.
Sec. 8. Clause "A" applies.

USE OF ELECTRICITY

RES. NO. 904 approved Oct. 16, 1900.

OPERATING PERMIT From Feb. 9, 1931 for 25 years.

BUS PERMIT

ORDINANCE No. 1611 approved May 5, 1942. Sec. 1. Part of Bus Line No. 27.

LAST CAR

First St. - Folsom to Natoma St. Last car operated Oct. 15, 1938.

PAVING OBLIGATIONS

Refers to Ordinance No. 280 and Clause "E" applies. ORDINANCE NO. 1575 approved Apr.16,1942. Agreement between Company, City and County, and Works Projects Administration.

Exhibit "A", Item 14. Remove rails, ites and all pavement in track area. Reconstruct new 6"-2" pavement.

1,615 lin.ft. single track - salvage 20.5 tons. No work done under this agreement and none will be done due to cessation of activities of Works Projects Administration.

ORDINANCE NO. 2374 approved Sept. 25.

1943.
Exhibit "A", Item 5.
1,615 lin.ft. of single track - remove rails, ties, and all pavement in track area - replace 6"-2" pavement - salvage estimated at 22.4 tons.

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KEY NO. 30

ESTIMATED COST OF WORK TO BE DONE As of Dec. 31, 1943

Remove single track, rails and ties, and fill to subgrade 1,615 lin.ft. @ \$ 2.40 \$3,876.00

Salvage 20.2 long tons 16.00 323.20 \$3,552.80

Asphalt Pavement and Base 14,535 sq.ft. .26 3,779.10

Declaration of Surrender and Operating Permit Market Street Railway Company

Know All Men by These Presents

That the undersigned, MARKET STREET RAILWAY COMPANY, a conjugation, organized and existing under and by virtue of the laws of the State of California, and engaged in operating a street railway In the City and County of San Francisco, State of California, hereby makes and files with the Clerk of the Board of Supervisors of the City and County of San Francisco this written Declaration of Sur render to said City and County of San Francisco of all rights, fran chises, privileges, permits or resolutions heretofore granted to or held by Market Street Railway Company, or its predecessors in interest, whether of record or howsoever appearing, to operate said street rail way and buses under said rights franchises, privileges, permits o remolutions over the streets, avenues and highways in the City and founty of San Francisco hereinafter set forth, along and over which Market Street Railway Company operated its railroad at any time during the calendar year 1930, being the calendar year in which the election for the adoption of the amendment to the Charter of the City and County of San Francisco by the addition of Section 6a and Section 6b to Chapter II. Article II thereof, was held, to-wit;

RAILWAY LINES

ALAMEDA STREET - From Bryant street to, across and upon York street to and upon private property

ALAMEDA STREET-Underground feeder from York street to Berry street

ARGUELLO BOULEVARD .-- Along, upon and across, from Euclid

ARGUELLO BOULEVARD-Along, upon and across, from Sacra-

ARMY STREET From Folsom street to Third street ASHBURY STREET From Frederick street to Clayton street BATTERY STREET From Market street to north side of California

BAYSHORE BOULEVARD From the south line of San Francisco

BAYSHORE BOULEVARD -From San Bruno avenue near Cortland avenue to, upon and across private right-of-way to Army street.

BRANNAN STREET - From First street to Eighth street, BROADWAY STREET - From The Embarcadero to Mason street, BROADWAY STREET - Underground conduits, from Webster street

BRYANT STREET From Sterling street to Army street, with con nection to private property east of Bryant street and south of Division

BUSH STREET-From Battery street to Kearny street CALIFORNIA STREET-From north side of Market street to

CALIFORNIA STREET-From Presidio avenue to Sixth avenue

CASTRO STREET-From Market street to Twenty-sixth street, with

connection to private property on east side of Castro street between Twenty fourth street and Jersey street CHATTANOOGA STREET -- From Twenty-second street to Twenty

CHENERY STREET From Thirtieth street to, upon and along pri vate right-of way between Carrie and Diamond streets to Diamond

CHURCH STREET From Sixteenth street to Duboce avenue CIRCULAR AVENUE From San Jose avenue to Monterey boule

From The Embarcadero to Larkin street

CLAYTON STREET-From Carl street to Waller street.

CLAYTON STREET From Ashbury street to Market street CLEMENT STREET-From Arguello boulevard to Thirty third ave CLEMENT STREET From Arkueno nonroyan or unity unit assente, with connections to private property north of Clement street between Thirty second avenue and Lincoln park. COLAMIES AVENUE From Mason street to Taylor street. CONNECTICUT STREET—From Seventeenth street to Eighteenth

CORTLAND AVENUE - From Mission street to Folsom street, DIAMOND STREET From private right-of-way on Chenery street

street and thence to San Jose avenue.

DIVISADERO STREET From Page street to Jackson street
DIVISADERO STREET—Underground wire from Page street to

DIVISION STREET (South of) spur track from Southern Pacific Railroad starfing on private property east of Hampshire street ex-tended and running westerly on and upon private property to near the east line of Bryant street

ECKER STREET-Underground feeders and conduits, from Steven-Market street EDDY STREET--From Market street to Divisadero street

EIGHTEENTH STREET-From Danvers street to Guerrero street. EIGHTH AVENUE -- From Clement street to Fulton street. EIGHTH STREET-From Market street to Brannan street ERHTH STREET—From Market street to Brannan street. ELLIS STREET—From Market street to Divisadero street. EMBARCADERO—From Ferry Terminal to Howard street EMBARCADERO—From Ferry Terminal to Mission street. EMBARCADERO—From Ferry Terminal to Mission street. EMBARCADERO-From Clay street to Sacramento street EUCLID AVENUE From Parker avenue to Arguello boulevard. FIFTH STREET-From Market street to Brannan street. FILLMORE STREET-From Duboce avenue to Marina boulevard

ith connections to private property on the west side of Filimore reet between Golden Gate avenue and Turk street. FIRST STREET-From Market street to Folsom street. FIRST STREET-From Brannan street to Townsend street FOLSOM STREET-From Steuart street to Precita avenue

FORTY EIGHTH AVENUE-From Geary street to, upon and across pint Lobos avenue to, upon and along private right of way to Sutre FOURTEENTH STREET - From Guerrero street to Harrison street

FOURTH STREET-From Market street to Townsend street. FREDERICK STREET-From Masonic avenue to Clayton street FREDERICK STREET-From Stanyan street to Lincoln way FULTON STREET-From La Playa to, upon and across private right of way on east side of Masonic avenue.

GEARY STREET From Thirty-third avenue to Forty-eighth avenue

GENEVA AVENUE Poles and overhead feeders on south side o avenue from San Jose avenue to Mission street

GOLDEN GATE PARK—From Lincoln way near La Playa acros Golden Gate Park to and across Fulton street to La Playa. GOLDEN GATE PARK—Underground feeders from Lincoln way and Twentieth avenue to Fulton street between Twenty-first and GUERRERO STREET From Fourteenth street to San Jose avenue

HAIGHT STREET -- From Market street to Stangan street connections to private property south of Haight street between Shrade street and Stanson street reet and Stanyan street.

HARRISON STREET—From Steuart street to Second street.

HARRISON STREET—From Third street to Fourteenth street.

HAYES STREET-From Market street to Stanyan street HERMANN STREET-Overhead wires, from Fillmore street to HOWARD STREET -From The Embarcadero to Steuart street

-From Ellis street to O'Farrell street HYDE STREET—Poles and wires for block signal, on east side of the street from Sacramento street to Washington street. JACKSON STREET—From Powell street to Presidio avenue, with

JACKSON STREET—From Fowell street to Presidio avenue, will connections to private projecty on south side of Jackson street be tween Mason street and Taylor street, JESSIE STREET—Conduits 'and feeders from private propert; north side of Jessie street east of New Anthony street to New Anthon,

KANSAS STREET From Sixteenth street to Seventeenth street. KEARNY STREET-From Market street to Broadway.

LAKE STREET-From Arguello boulevard to Sixth avenue LA PLAYA-From Fulton street to south of Balboa street, include

ing loop located partly on private property west of La Playa between abrillo and Balboa street.

LARKIN STREET -From Clay street to Sacramento street.

LARKIN STREET From Market street to Post street.

LARKIN STREET From Market street to Post street.

LEAVENWORTH STREET From McAllister street to Post street.

LEAVENWORTH STREET-Underground conduits, from Post

treet to Sutter street
LEFSE AVFNUE -From Mission street to Richland avenue.
LINCOLN WAY From Frederick street to near La Playa, connect

ing with private right of way in Golden Gate Park and with privat

perty between Funston and Fourteenth avenues. MARKET STREET From the Ferry fluiding on The Embarcader to Castro street, with connection to and across private property of the south side of Market street north of McCoppin street, and spu

stending into Ferry Loon MARKET STREET-From Danvers street to Clayton street, with witchback on Market street near Clayton street.
MARKET STREET From the Ferry Building on The Embarcader

MASON STREET - From Clay street to Columbus avenue, with con nections to private property on west side of Mason street between

ashington and Jackson streets
MASON STREET -From Turk street to Eddy street,
MASON STREET Underground conduits, from Post street to Sul

MASON STREET -Underground cable-way from Clay street to Sac ramento street and connection to private property.

MASONIC AVENUE, From Oak street to Frederick street
MCALLISTER STREET From Market street to and upon privat

right of way on west side of Central avenue.



MINNESOTA STREET From Twenty fourth street upon, along and west of Third street between Twenty third and Twenty fourth streets MINNESULA STREEL From Twenty fourth street upon, along and across Minnesota street to Twenty fifth street. MISSION STREET From The Embarcadero to the south line of Sun Francisco County with connections to private property on the east side of Mission street moth of Virginia street and to Federal

north adde of Mission street east

MONTGOMERY STREET Underground feeders and conduits, from arkol street to Sutter arrest MONTGOMERY STREET Overhead feeders and poles, from Post

NINTH STREET - From Market street to Brannan street OAK STREET From Fillmore street to Stanyan street, with con-

OTIS STREET From Mission street at Twelfth street to Mission street at Fourtheath street, with connection to private property on the

PRECITA AVENUE From Polsom street to Army street PRESIDIO AVENUE From Jackson street to Post street

SACKAMENTO STREET. From Fillmore street to Arguello boule

SANCHEZ STREET Overhead wires, from Market street to Six

eath street SAN JOSE AVENUE From Guerrero street to Thirtieth street SAN JOSE AVENUE From Diamond street to the south line

d on the west side of San Jose avenue between Ocean and Niagara SANSOME STREET - From Sutter street to north of the south line

of The Emburcadero. SECOND STREET - From Market atreet to Brannan street. SEVENTEENTH STREET From Kansas street to Connecticut

SIXTEENTH STREET-From Kansas street to Church street.
SIXTEENTH STREET Overhead wires from Sanchez street to

SIXTH STREET--From Market street to Brannan street. STANYAN STREET - From Fulton street to Hayes street, STANYAN STREET - From Oak street to Parnassus avenue, STEINER STREET - From Washington street to Jackson street STEINER STREET Poles and wires, from Hermann street to Mar-

STERLING STREET From Harrison street to Bryant street

STEUART STREET From Howard street to Harrison street. STEVENSON STREET-Underground feeders and conduits from SUTTER STREET - From Market street to Presidio avenue

NOTATION STREET From Market street to Production avenue.

Ordinance No. 11 (Board of Park Com
Ordinance No. 12 (Board of Park Com
Ordinance No. 12 (Board of Park Com
Ordinance No. 12 (Sew Series).

Ordinance No. 12 (Sew Series).

Ordinance No. 12 (Sew Series). TENTH STREET Poles and feeders on east side of Tenth street Resolution No. 122 (Third Series)

rom Market om Market street to Harrison street.
TENTH STREET-From Bryant street to beyond north line of

THIRD STREET From Market street to San Bruno avenue.

TOWNSEND STREET From Third street to Fourth street TURK STREET From Market street to Divisaders street, with con-citions to private projectly south of Turk street between Webster

TWELFTH STREET From Market street to Mis-don street TWENTY FOURTH STREET From Doloros street to west line of Moffman avenu

TWENTY FOI RTH STREET. From Howard street to Rhode Edand. TWENTY-FOURTH STREET From Tennessee street upon, along

TWENTY-FOURTH STREET From Tennessee street upon, along and across Twenty fourth street to Minnesota street TWENTY-NINTH STREET From Mission street to Noe street TWENTY-SECOND STREET From Howard street to Chattanonga

TWENTY SIXTH STREET From Moodon street to Bryant street
TWENTY SIXTH STREET Overhead feeder, from Valencia street

to Mission stre-VALENCIA STREET -From Market street to Mission street, with nnections to private property west of Valencia street between Tit.

fany avenue and Mission street VIRGINIA AVENUE From Mission street to Coleridge street and north on Coleridge street to a connection on private property

WALLER STREET From Clayton street to Stanyan street WASHINGTON STREET From Powell street to Steiner street. with connection to private property north of Washington street be-

WASHINGTON STREET-From Kearny street to west of the west line of Montgomery WEBSTER STREET Underground conduits, from Turk street to Broadway street

Together with all overhead and underground transmission and distribution lines, signal apparatus, telephone equipment, branch-offs, curves, connecting tracks, platforms, stations, waiting rooms, switch houses, signal towers, switches, crossings, crossovers, loops, turnouts, switchbacks, turntables, derails, sheave pits, and other appliances, stillings and connections to private property, used or necessary or useful in the operation of the railway of declarant. When not other wise designated, description of routes or streets extends from center to center of streets or to a connection with existing tracks

BUS LINES

RALTHOUE WAY From South Hill bunlescen to Cornora street BOWNDOIN STREET From Felton street to Silver avenue BRAZIL AVENUE From Mission street to Moscow street CORDOVA STREET From Baltimore was to Naples street, EDINICHGH STREET—From Excelsior avenue to Silver avenue EXCELSION ALEXIC From Mission street to Naples street. FELTON STREET-From San Bruno avenue to Bowdoin street GRAUT STREET-From Maynard street to Silver avenue GENEVA AVENUE From Naples street to Munich street MAYNARD STREET From Mission street to Graut street MAYNARD STREET From Mission screet to tradit screet.

MISSION STREET From Brazil avenue to Russia avenue.

MISSION STREET From Maynard street to Excelsion avenue. MOSCOW STREET From Bersia avenue to Brazil avenue.
NAPLES STREET From Excelsion avenue to Bolov street.
PERSIA AVENUE - From Mission street to Miscow street. RUSSIA AVENUE-From Mission street to Naples street.

SILVER AVENUE -From Mission street to San Brune avenue. SOUTH HILL BOULEVARD - From Munich street to Baltimore way and, in consideration and by reason thereof, accepts in place of said rights, franchises, privileges, permits and resolutions an operating permit to operate its cars and buses over, along and upon the streets. evenues and highways in the City and County of San Francisco about named and set forth, as provided in Sections 6a and 6b of Chapter II. Article II. of the Charter of the City and County of San Francisco, which said sections are hereby referred to and made a part hereof and

SAN BRUNO AVENUE-From Silver avenue to Felton street

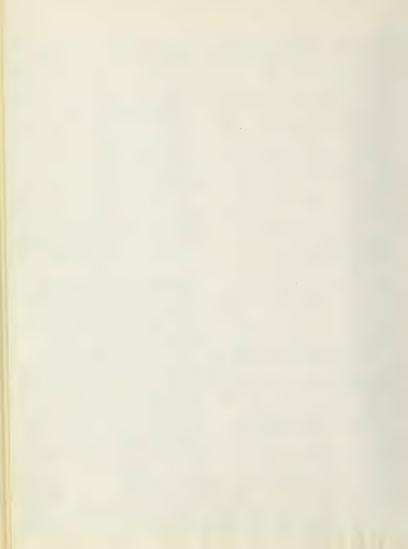
subject to all the terms and conditions thereo The following is a statement of said rights, franchises, privileges, permits and resolutions so surrendered and hereinabove referred to

and existing February 15th, 1929, with the designation and number of the ordinance and/or resolution of the Board of Supervisors and or Board of Park Commissioners of the City and County of San Franboard of rark Commissioners of the clase granting said rights, franchises, privileges, permits and resolutions, and with the respective dates of their approval by said Board of Supervisors, Board of Park Commissioners, and or the Mayor of said City and County, all of which appears from said ordinances and resolutions on file in the office of the Board of Supervisors and or Board of Park Commissioners of said City and County of San Fran-

Ordinance No. 11 (Board of Park Commissioners) April 24, 1886 June 12 1906 November 19, 1906 ... August 8, 1898 August 8 1898 January 17, 1888 Order No. 208 (Second Series) August 16, 1899 August 16, 1899 Order No. 209 (Second Series). Ordinance No. 678. April 3, 1903 so far as now owned by Market Street Railway

ng over and upon viaducts. Third street and Channel and Islais Ordinance No. 716 (New Series)

Took bridges with connection to steam railway tracks on east side Resolution No. 728. April 5, 1909 of Third street at Fourth street, and connections to private property, Resolution No. 904.... October 16, 1900

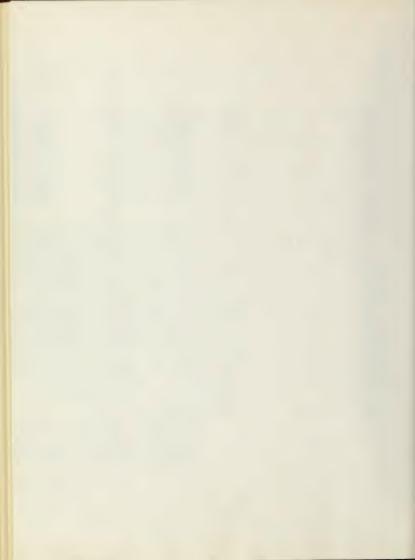


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Resolution No. 905	October 16, 1900	Resolution No. 3261 (Fourth Series)
Order No. 1511	September 20, 1879	Mesonation No. and Pouriti Series
Order No 1523	November 14, 1879	Ordinance No. 3941 (New Series)
Order No 1924	November 12, 1879	Resolution No. 5131 (Third Series)
Order No. 1525	November 14, 1879	Resolution No. 5201 (Third Series)
Order No 1531	November 28, 1879	Resolution No. 5397 (New Series) February 21, 1910
AND A STATE OF THE		Resolution No. 5351 (New Series). Politary 21, 1910
excepting Howard street from Stemart stree	t to Twenty-sixth	Resolution No. 5519. Pebruary 7, 1905
		Ordinance No. 3830 (New Series) March 14, 1923 Ordinance No. 6880 (New Series) December 11, 1895
under No. 1544	November 28, 1879	Resolution No 8516 (New Series) September 19, 1911
Order No. 1937	November 29, 1879	Resolution No. 10518 (New Series). September 13, 1511 Resolution No. 10518 (New Series). November 13, 1513
Order No. 1538	November 29, 1879	Resolution No. 11029 (New Series) Rosember 13, 1313 Resolution No. 11029 (New Series) July 15, 1314
Order No. 1509	November 29, 1879	Resolution No. 11329 (New Series)
Order No. 1549	November 29, 1879	Resolution No. 11447 (Third Series)
Order No. 1676	June 5, 1882	Resolution No. 11448 (Third Series)
	Desember 22, 1882	Resolution No. 11448 (Third Series) December 3, 1894 Resolution No. 11600 (Third Series) December 24, 1894
Order No. 1707	January 5, 1883	Resolution No. 1896 (New Series) July 12, 1886
	October 8, 1883	Ordinance No 7022 (New Series) March 20, 1926
Heder No. 1839	November 23, 188,	Ordinance So 1022 USew Series)
	June 1, 1886	
order No. 1871	July 14, 1886	
Order No. 187	October 22, 1886 October 22, 1886	
Order No. 1881		
Order, No. 1882	November 22, 1880	said City and County of San Francisco all rights, franchises, priv-
Order No. 1889	December 21 1886	ileges, permits or resolutions owned by declarant and existing Febru-
Order N. 1890		ary 15, 1929, or operated during the year 1930 and existing at the
exce ting Post street from Market street	to Leavenworth	time of the filing of this Declaration of Surrender, whether specifically
treet and Tenth street from Market street	to hear north time	described or set forth or not, all as provided in Section 6a of Chapter
of Horrison street	Armed 11 1885	H. Article H. of the Charter of the City and County of San Fran-
tinder No. 1967	September 27 188	
Order No. 1929		This Declaration of Surrender is executed by Market Street Railway
Order No. 2005	American State	Company and acknowledged and certified by a notary public author-
Order No. 2000		ized to make such acknowledgment in the manner provided by law
Resolute in No. 2217 (Third Series)	July 19 188	for the conveyances of real property, and is made pursuant to the
	Discombine is 1830	provisions of Section 6a of Chapter II, Article II, of the Charter of
Order No. 139	Discounter 20 IN	the City and County of San Francisco.
Order No. 204		Market Street Railway Company hereby requests the Clerk of the
Order No. 100		Board of Supervisors to file this Declaration of Surrender in the
		office of the Board of Supervisors of said City and County and to
	December 29 189	n endorse thereon the fact and date of such filing, and to sign such
		endorsement and to deliver to Market Street Railway Company a true
tiederator No. 2384 (New Sorties)		and correct copy of this Declaration of Surrender so filed by said
	June 9, 183	Market Street Railway Company, with the certificate of said Clerk
	July 14, 189	attached thereto, duly signed, and attested by the seal of said City
		and County of San Francisco, to the effect that the same is a true
		and correct copy of the Declaration of Surrender so filed by Market
	December 6, 189	Street Railway Company, and stating therein the date of such filing
turder No. 2 (90)	December 6, 189	and the name of the Market Street Railway Company as executing
	December 29, 189	- such declaration
restriction No. 2702 (New Series)	April 16 191	4 In witness whereof, Market Street Railway Company Las caused
		g its corporate name and seal to be hercunto affixed and this Declara-
tuder Social		tion of Surrender to be signed by its President and attested by the
	August 1, 150	4 signature of its Secretary this 9th day of February, A. D. 1931
tred name. No. 2816 (New Series)	July 9, 191	4 (Seal) MARKET STREET RAILWAY COMPANY.
	Vpril 15, 189	By SAMUEL KAHN Provident
Order No. 287	June 10, 189	CEO D WILL OF THE C
night No. 2001	Sestember 16 189	
Dieder No. 1978	April 10, 189	(Notarial certificate of Minerva N. Swain attached.)
	At rii 10, 189	The Production of A Colors Carlo Donald Action 15 to 18 to 18
under and No. 2001 (New Series)	Lanuary 21, 191	Endorsement of Clerk of the Board of Supervisors of the City and
De of grown No. 2008 (Fourt) Series (July 6, 189	4 county of San Francisco
		This is to certify that the Market Street Railway Company has 61

(Seal of the City and County of San Francisco.)

J. S. DUNNIGAN,
Clerk of the Board of Supervisors of the City
and County of San Francisco.

This is to certify that the Market Street Railway Company has flict in the office of the Circk of the Board of Supervisors of the Circ and Counts of San Francisco the above and forecoing Decharation of San exceeding, and that the same was flied, as a forestaid, on towin, the 9th day of February, 1931, exceeding the Circ and County, 1931, exceeding the Circ and County, 1931, exceeding the Circ and County, 1931, exceeding Decharation of Surrender is a frire and correct copy of the Deckaration of exceeding the San Fire and correct copy of the Deckaration, 1931, by Market Street Railway Company, the San Circ and County San County (1931), and the Circ and County (1931).





HAYES ST. - FILLMORE TO STEINER ST.
RAILS LOW. BASALT BLOCK PAVEMENT VERY ROUGH.



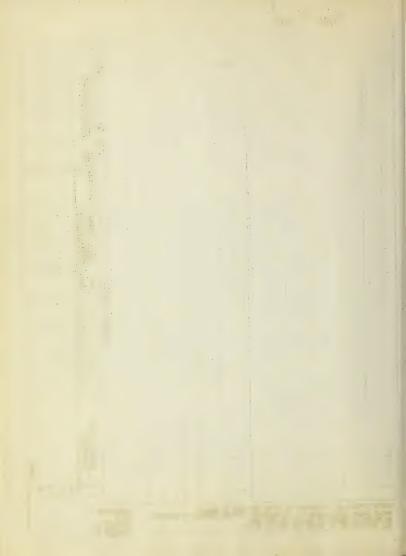
MISSION ST.-NORTH FROM 14TH ST.
RAILS LOW & PAVEMENT IN VERY POOR CONDITION



MISSION ST.- EAST FROM 7-TH ST.



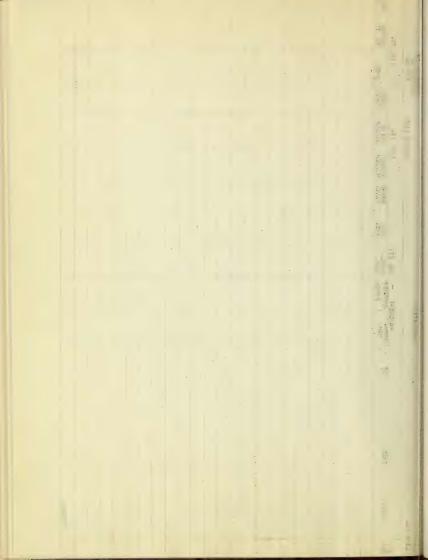
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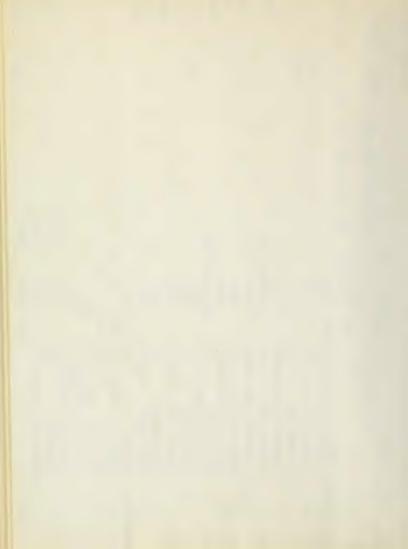
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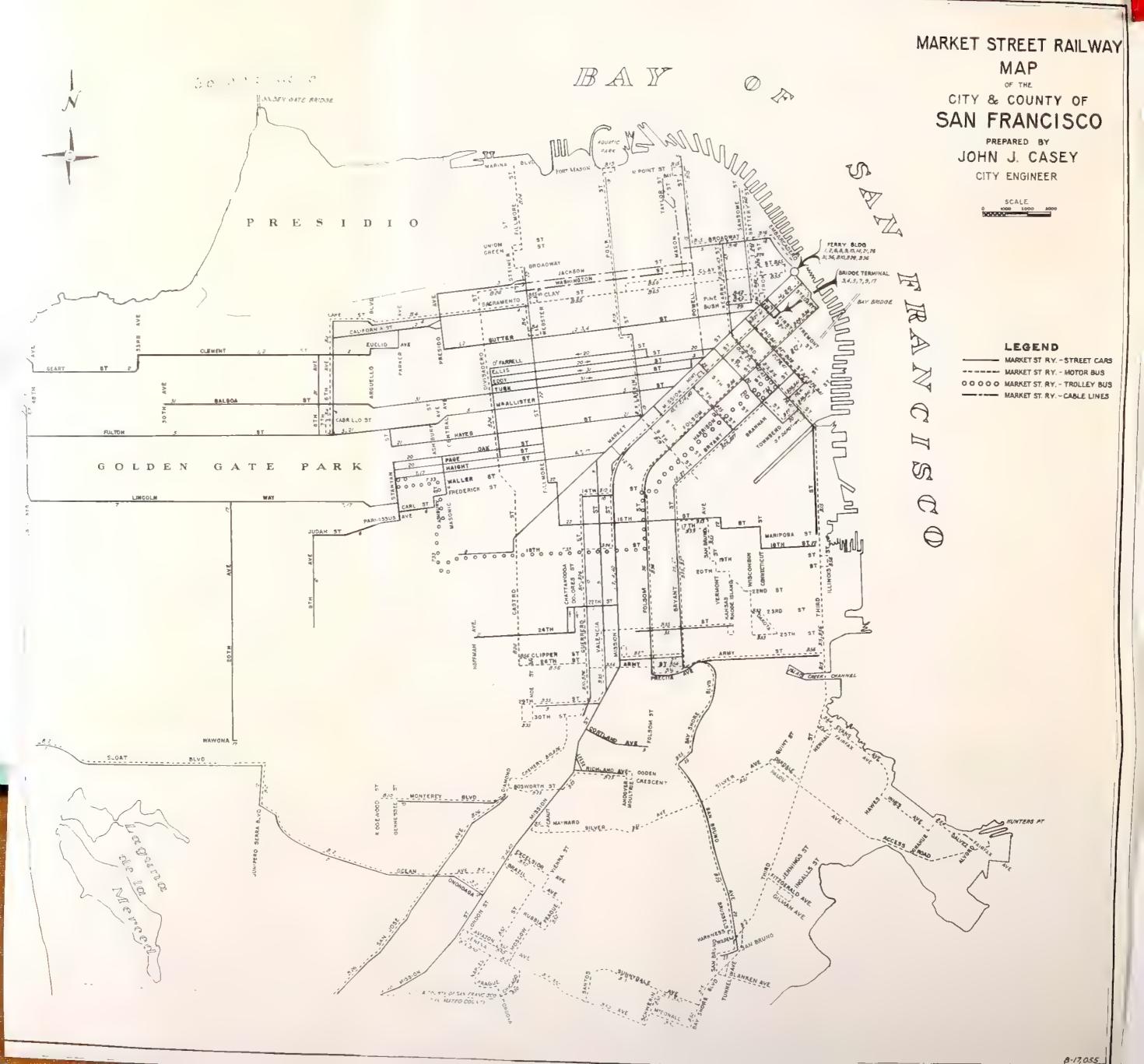


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REPORT

ON THE

CALIFORNIA STREET CABLE RAILROAD COMPANY

(In accordance with Ordinance I892 [Series of I939] passed by the Board of Supervisors and approved December I5, I942)

VOL. I PART 2



OBLIGATIONS AND CONDITION OF STREETS USED SURVEY CALIFORNIA STREET CABLE RAILROAD COMPANY

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Prorate of Crossing Maintenance
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Sample-Field Report

Sample Office Compilation

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FOREWORD

The matter of operating permit and franchises for California Street Cable Railroad Company is clear cut and the only legal question involved which might require interpretation by the City Attorney is the claim of the Market Street Railway Company with regard to California Street from Kearny Street to Market Street. The Market Street Railway Company listed this street as operated upon by them during the calendar year 1930 in applying for their operating permit but this does not seem to be borne out by the facts in the matter.

The track work in general is in good condition. The basalt block pavement between the rails is in good condition, as far as basalt block pavements go, but the basalt block pavement between the tracks is in a rough condition as compared to our present standards of pavement. An attempt has been made to rectify the condition between tracks by covering the basalt blocks with asphalt and this method of treatment appears satisfactory and should be continued.

The estimate of cost of doing the minimum amount of work to place the area in the streets traversed by the tracks of the California Street Cable Railroad Company in accordance with their obligations under their operating permit based on their original franchise obligations is estimated at \$ 14,030.87.

GENERAL SCOPE OF REPORT

This report contains a complete study and analysis of the franchises and declaration of surrender and operating permit of the California Street Cable Railroad Company insofar as they relate to the physical condition of the portions of the streets occupied by the Railway Company and which they are required to maintain.

All franchises and resolutions applying to this Company and its predecessors were examined and all information pertinent to the matter under investigation was listed in its proper place.

Field examinations and diagrams were made showing the class of pavement in the track area and adjacent portions of the street, the condition of the track with reference to the pavement, and the location and extent of repairs necessary to be made to the track and pavement. This involved the examination of approximately 10.55 miles of single track.

Franchises generally state, with regard to pavements, "to keep the same constantly in repair, flush with the streets and with good crossings."

The present report is based on the simplest and cheapest method of track repair; that is, shimming the track to grade so that the pavement may be repaired and have smooth riding qualities from the viewpoint of vehicular traffic, and to conform with the adjacent pavement. The track work in general is in good condition. The baselt block pavement between the rails is in good condition as far as baselt block pavements go, but the baselt block pavement between the tracks is in a rough condition as compared to our present standards of pavement.

Compilations were accordingly made on the amount of work necessary to be done by the California Street Cable Railroad Company to fulfill its obligations to keep the street area occupied by the Company in repair, and the cost of doing the necessary work was also estimated.

The estimated cost of pavement is based on placing asphalt top over the present basalt blocks between the rails and on resetting the blocks and covering with asphalt between the tracks. In some places, where conditions allow, the work between the tracks consists only of paving with asphalt over the existing blocks.

The prices for repair to pavement may seem low but the values were used for comparison with the report submitted on the Market Street Railway Company, and the estimated cost can be changed as the quantities of work needed are the basic factor. The prices used are basically sound and would be a fair estimate except that at the present time bids on pavement work have taken an abnormal increase.

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HISTORICAL

San Francisco is the birthplace of the cable railway which was first built in 1872, and the idea of using rope haulage for the transportation of passengers through city streets spread to all parts of the United States and Europe.

The California Street Cable Railroad Company was incorporated in 1876, but the first franchise, approved June 14, 1876, was granted to Leland Stanford, Mark Hopkins, David Porter, Isaac Wormser, P. H. Canavan, John E. Shawhan, R. N. Graves, Edward B. Pond, John Taylor, B. Adolph Becker, John H. Redington, Michael Reese, Louis Sloss, David D. Colton and Charles Crocker, names which command prominent places in the early history of San Francisco and California, and which are still perpetuated by monumental structures such as the Mark Hopkins Hotel, Stanford University, and Stanford Hospital.

The California Street line from Kearny Street to Fillmore Street was built in 1878 and extended from Fillmore Street to Presidio Avenue in 1879. The section of California Street from Kearny Street to Market Street was placed in operation in 1891. The track gage of the cable line is 3 feet 6 inches.

Prior to 1891 when the California Street Cable Railroad Company extended its line easterly from Kearny Street to Market Street, this portion of the street was served by a horse car line on a track gage of 5 feet and the line was operated by the North Beach and Mission Railroad Company of San Francisco,

The report by City Engineer O'Shaughnessy "On the Purchase of the California Street Cable Railroad" dated December 1928, states on page 4:

"At its own expense, the cable company tore out the horse car rails and installed the cable track construction and all six rails necessary for a double track to be used by the 5-foot gage horse cars and the 3 foot 6 inch-gage cable cars."

This joint use east of Kearny Street continued until the fire of 1906, after which time the horse cars

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never operated, giving the cable cars the exclusive use of the tracks. The 5-foot gage rails have been removed, as repairs to the street have been made.

The cross-town line from Hyde and Beach Streets, thence southerly along Hyde Street to Pine Street, easterly on Pine Street to Jones Street and southerly on Jones Street to Market Street, with a connection easterly on O'Farrell Street from Jones Street to Market Street was not built until 1891. The main portion of this line now turns from Jones Street into O'Farrell Street and thence to Market Street and Grant Avenue, while the Jones Street line from O'Farrell Street is operated as a shuttle service.

Although the 36½ pound rail put down originally was damaged more or less in the disaster of 1906, the changing of steel was not started until January 1, 1909, when re-steeling was commenced using 60 pound - 3-1/2 inch grooved girder rail of special design.

The cars on all roads were operated by steel cables driven with steam engines located at Hyde and California Streets. Steam power was superseded in 1914 by two electric motors installed at the same location.

The present trackage consists of 10.65 miles of single track, made up of 10.05 miles of plain track and 0.60 miles of special track.

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FRANCHISES

The Company operated under the following franchises:

ORDER NO. 1292 approved June 14, 1876. Term: 25 years.

Grantee: Stanford, Hopkins, Porter, Wormser, et al. Route: California Street from Kearny Street to First Avenue. (Item 1).

ORDER NO. 1538 approved November 29, 1879, Term: Extended Order No. 1292 to February 17, 1929. Grantee: California Street Railroad Company.

ORDER NO. 2058 approved May 3, 1889.

Term: For remaining existence of franchise previously granted this Company: that is, to February 17, 1929. Grantee: California Street Cable Railroad Company.

Route: Jones Street from McAllister Street to Bush Street (Part of Items 3 & 6): Bush Street from Jones Street to Hyde Street; Hyde Street from Bush Street to Jefferson Street (Item 5).

ORDER NO. 2175 passed over Mayor's objections March 3. 1890.

Term: O'Farrell, Jones and Pine Streets, same conditions as Order No. 2058, that is, to February 17, 1929. California Street, same conditions as Order No. 1538, that 1s, to February 17, 1929. Grantee: California Street Cable Railroad Company.

Route: O'Farrell Street from Market Street to Jones Street (Item 2); Jones Street from Bush Street to Pine Street (Part of Item 3); Pine Street from Jones Street to Hyde Street (Item 4); California Street from Kearny Street to Davis Street (Item 1A).

The California Street Cable Railroad Company secured a franchise for California Street, from Kearny Street to the center of its intersection with Davis Street. under Order No. 2175 of the Board of Supervisors, which was passed over the mayor's objections on March 3, 1890 and was for 50 years from February 17, 1879, that is, until February 17, 1929. This franchise had the five block clause for joint use of tracks (Section 499 of the Civil Code of the State of California) and by agreement with the North Beach and Mission Railroad Company of San Francisco, which operated the horse cars, the California Street Company The Company operated under the following frank

ORDER NO. 1292 approved June 14, 126.

. . . Route: Californie Street from Karny (trest to

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tight and their the song and place threat, some will der Ko. Policy liber is to permenty in with

was able to extend the cable tracks over the remaining block to Market Street. The franchise of the North Beach and Mission Railroad Company is covered by Order No. 1523 approved November 14, 1879 and was for 50 years, that is, to November 14, 1929 and in part is for California Street from Market Street to the intersection of Kearny Street.

The report of City Engineer O'Shaughnessy entitled "Street Railway Transportation Requirements of San Francisco" dated 1929, on pp 137, with reference to the Market Street Railway Company's properties, states:

"That portion of the property operated by the California Street Cable Railroad Company on California Street between Kearny and Davis Streets, in which the Market Street Railway Company claims an interest."

"All the property on California Street between Davis Street and Market Street operated by the California Street Cable Railroad Company in which the Market Street Railway Company claims sole ownership."

With reference to this matter, we have the following action by the Board of Supervisors:

Resolution No. 8983 N.S. - Dec. 4, 1911 - Directing City Attorney and Attorney General of State of California to institute proceedings against the United Railroads of San Francisco to forfeit claims of said railroad company granted under franchise covered by Order No. 1523 with reference to California Street from Market to Kearny Sts.

The report by Bion J. Arnold entitled "Report on Transportation Facilities of San Francisco" dated March 1913, in Table 55 states:

"Forfeitures by Court Decree. United Railroads. California - Market to Kearny - Judgment in Superior Court - no appeal yet taken."

The Market Street Railway Company in its Declaration of Surrender and Operating Permit claimed and received an operating permit for California Street from north side of Market Street to Kearny Street on the statement that it has operated here during the calendar year 1930, although a previous report such as the O"Shaughnessy Report of December 1928 on the purchase of the California Street Cable Railroad definitely states, on page 4, that "this joint use east of Kearny Street continued until the fire of 1906, since which time the horse cars have never been operated, giving the cable cars the exclusive use of the tracks."

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True location of Market Strapt to Marry Steeless on the St.b.Roport of December 1923 on the purchess of the Party and the Control of 1926, since which time the horse curs bruck a visual operated, giving the cable cars the exclusive use anches."

The expiration of the franchises of this Company is taken as February 17, 1929 although there may be a little question as to the expiration of Order No. 2058 but by no interpretation could the date of expiration be later than May 3, 1929.

During the period between February 17, 1929 or May 3, 1929 and the date of the operating permit issued in accordance with the charter amendment voted at the election of November 4, 1930, the Company operated at the sufference of the City.

There is no record of the Company having any rights by franchise to California Street from center of Davis Street to the north line of Market Street, prior to March 23, 1931 but the operating permit of that date gives the necessary rights to the Company for the term of the operating permit.

OPERATING PERMITS

A Charter Amendment adding Sections 6a and 6b to Chapter II, Article II of the Charter of the City and County of San Francisco was voted in 1930 and is now known as Sections 131 and 132 of the Charter:

Section 131. Any person, firm or corporation operating a street railway in the City and County of San Francisco may, at any time within twelve months after this section takes effect, make and file with the Clerk of the Board of Supervisors ..., a written declaration of surrender to the City and County of San Francisco, of all rights, franchises, privileges, permits or resolutions theretofore granted to or held by declarant, or its prodecessors in interest, to operate said street railway under said rights over the streets, avenues and highways in the City and County of San Francisco set forth in said declaration of surrender, and in consideration and by reason thereof, declarant shall, upon making and filing such declaration of surrender as aforesaid, immediately and automatically, have and hold, in place thereof, an operating permit from the City and County giving and granting unto such declarant, its successores, or assigns the right, until such permit is revoked in the manner hereinafter set forth, to operate its cars by means of overhead clectric system, by cables running under the ground and moved by stationary engines, electric motor or such other means as the law may permit, and buses, over the streets

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A Charter Amendment adding Scritons & and &b Lity of Son Francisco was vot d in 1980 and in new langua s Sections 151 and 152 of the Charter:

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and highways of the City and County, set forth and enumerated in said declaration of surrender, whether under then existing franchises, or otherwise, and to conduct same railway business theretofore conducted therein by said declarant and, for that purpose, to have the use of streets and of the same or like tracks, roadbeds, and other structures and rights of way therein, but upon all the terms and conditions contained in the rights, franchises existing as of February 15, 1929 and in the orders, resolutions and ordinances referred to in such declaration of surrender except that the term or conditions as to the period of duration of any right, franchise, privilege, permit or resolution applicable to any operating permit or any right thereunder, shall be for twenty-five years from the date of filing of the declaration of surrender by declarant. Said permit shall apply only to streets over which the declarant operated its railway during the year 1930.

Provisions shall not apply to franchises granted under:
Ordinance No. 288 (New Series) approved Oct. 17,1907;
Ordinance No. 425 (New Series) approved May 12, 1908, known
as the Parkside franchise; Ordinance No. 1196 (New Series)
approved June 14, 1910, known as the Gough Street franchise;
Ordinance No. 1460 (New Series) approved January 23, 1911,
known as the Parnassus and Ninth Avenue franchise; Order
No. 1532 approved November 28, 1879 for operation on Howard
Street from Steuart to 26th Streets; Order No. 1890 approved
December 27, 1886 for operation on Post Street from Market
to Leavenworth Streets.

Every permit shall be for period of twenty-five years, and shall be subject to right of City and County at any time to acquire and possess the operative property of holder of said permit upon paying the fair value therefor, hereinafter referred to as compensation (method of arranging for value is shown in same paragraph).

Section 132. The Board of Supervisors shall have power to grant by ordinance to any holder of a permit, secured as provided in Section 131, supplemental permits authorizing such holder, its successors or assigns, to construct and operate in conjunction with existing lines, over or under any streets ..., an extension of an existing street railway or bus line ... subject to the same terms and conditions under which said line, from which it is proposed to make the extension, is operated. Every supplemental permit expires concurrently with the permits granted upon filing of the declaration of surronder. No line of street railway ... operated under authority of any permit, shall be abandoned ... unless Board of Supervisors, upon receiving a petition, shall authorize by ordinance.

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In accordance with the above Sections 131 and 132 of the Charter, the California Street Cable Railroad Company surrendered its franchises and received an operating permit dated March 23, 1931 and running for a period of twenty-five years. (Copy of the Declaration of Surrender and Operating Permit is included in this report).

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DECLARATION OF SURRENDER AND OPERATING PERMIT

Know All Men by These Presents:

That the California Street Cable Railroad Company, a corporation, organized and existing under and by virtue of the laws of the State of California, and engaged in operating a street railway in the City and County of San Francisco, State of California, hereby makes and files with the Clerk of the Board of Supervisors of the City and County of San Francisco. State of California, this written declaration of surrender to said City and County of San Francisco of all rights, franchises, privileges, permits and/or resolutions heretofore granted to or held by California Street Cable Railroad Company, a corporation, or its predecessors in interest, whether of record or howsoever appearing, to operate said street railway under said rights, franchises, privileges, permits or resolutions over the streets, avenues and highways in the City and County of San Francisco hereinafter set forth, along and over which said California Street Cable Railroad Company operated its railroad at any time during the calendar year 1930, being the calendar year in which the election for the adoption of the amendment to the Charter of the City and County of San Francisco by the addition of section 6a and section 6b of chapter II, article II, of said Charter was held, to-wit:

California Street - From junction with Market street to midway between Presidio avenue and Walnut street.

Hyde Street - From Pine street to Beach street.

Jones Street - From junction with McAllister Street to

O'Farrell Street - From junction with Market street to Jones street.

Pine Street - From Jones street to Hyde street. Together with all single and double tracks over the entire routes above mentioned as they now exist and are in operation, with necessary switches, turnouts and crossovers, endless ropes or cables, with the right of erection, maintenance and operation of necessary machinery, steam, power or electric plants therein or near or adjacent to said streets along the whole of said routes, to connect said plants with said endless rope or cable for the operation of its said railway; signal apparatus and towers, telephone equipment, branch-offs, connecting tracks, platforms, switch houses, crossings, loops, curves, switchbacks, trenches, pits and excavations, derails and all other appliances, sidings and connections to public or private property used or necessary or useful in the operation of said railway, with the right of crossing and traversing all intersecting streets, evenues or highways en route. All as provided in all orders, ordinances and resolutions hereinafter referred to, which are made a part hereof as though expressly repeated.

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That the California Street Mable Pailmond Juneary, a proposition, erganized and existing under and a vulnum. I a law of the State of California, and engled in the City and Junety of for breadyness, of California, hereby wakes and films with the Cit at State of Supervisors of the City and California, this with the City at State of Supervisors of the City and California, this wilder of States of California of Cal

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In consideration and by reason thereof declarant accepts in place of said rights, franchisos, privileges, permits and resolutions an operating permit to operate its street reilway and cars along and upon said streets, avenues and highways in said city and county of San Francisco above mentioned, as provided in sections 6a and 6b of chapter II, article II, of the Charter of the City and County of San Francisco, said sections being hereby and herein referred to and made a part hereof as though expressly repeated.

The following is a statement of said rights, franchises, privileges, permits and resolutions so surrendered and herein referred to and existing February 15th, 1929, with the designation and number of the order, ordinance and/or resolution of the Board of Supervisors of the City and County of San Francisco, granting said rights, franchises, privileges, permits and resolutions, and with the respective dates of their approval, all of which appears upon the records of the City and County of San Francisco.

Order Number 1292 (Board of Supervisors), June 14, 1876. (Modified by Order No. 1302.) (Extended by Order No. 1538.)

Order Number 1489 (Board of Supervisors), February 21, 1879. (Extended by Order No. 1538.)

Order Number 1537 (Board of Supervisors), November 29,1879.

Order Number 1538 (Board of Supervisors), November 29,1879.

Order Number 2015 (Board of Supervisors), December 10,1888.

Order Number 2058 (Board of Supervisors), May 3, 1889.

Order Number 2175 (Board of Supervisors), March 3, 1890.

It is the purpose and intention of declarant to hereby surrender to said City and County of San Francisco all rights, franchises, privileges, permits and resolutions owned by declarant and existing February 15, 1929, or operated during the year 1930, and existing or being exercised at the time of filing of this declaration of surrender whether specifically described or herein mentioned or not, all in accordance with the provisions of section 6a of chapter II, article II, of the Chapter of the City and County of San Francisco.

This declaration of surrender is executed by declarant and duly acknowledged and certified and is made pursuant to provisions of section 6a of chapter II, article II, of said Chapter.

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The following is a statement of end the object framents: a second of the control of the control

(Extended by Order No. 1502.) (Extended by Orler No. 1512.)

Order Number 1489 (Board of Supervisors), Pobunczy Sl.

Order Number 1537 (Board of Supervisery), her wher mileto.

Order Number 2058 (Board of Supervisons), May 3, 14 43.

Order Number 2175 (Board of Supervicers), Merch 3,100 ..

This declaration of surrender is a corted by defining and all order will tend and contiff dead and contiff dead or as a partial and the service of a color be as abaging the formula of a color be as abaging the formula of the color be as a baging the formula of the color be as a baging the formula of the color be as a baging the formula of the color beautiful or a service or

California Street Cable Railroad Company hereby requests the Clerk of the Board of Supervisors to file this declaration of surrender in the office of the Board of Supervisors and to indorse thereon the fact and date of filing, and to sign such indorsement and to deliver to California Street Cable Railroad Company a true and correct copy of this declaration of surrender so filed by this declarant, with the certificate of said Clerk attached thereto, duly signed, and attested by the seal of said City and County of San Francisco, to the effect that the same is a true and correct copy of the declaration of surrender so filed by California Street Cable Railroad Company, and stating therein the date of such filing and the name of California Street Cable Railroad Company as executing such declaration.

In witness whereof, California Street Cable Railroad Company has caused its corporate name and seal to be hereunto affixed and this declaration to be signed by its president and attested by its secretary this 23rd day of March, 1931.

(Seal) CALIFORNIA STREET CABLE RAILROAD COMPANY.

By JAS. W. HARRIS, President.

Attest: LESTER K. WELLS, Secretary.

Indorsement.

This is to certify that California Street Cable Railroad Co. has filed in the office of the Clerk of the Board of Supervisors of the City and County of San Francisco the above and foregoint declaration of surrender, and that the same was filed, as aforesaid, on the 23rd day of March, 1931.

This is to further certify that the above and foregoing declaration of surrender is a true and correct copy of the declaration of surrender so filed with said Clerk on the 23rd day of March, 1931, by California Street Cable Railroad Company.

(Scal)

J. S. DUNNIGAN,

Clork of the Board of Supervisors of the
City and County of San Francisco.

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(300.1) J. S. Marilland Co. (1.00.1) Co. (1.

SECTION OF CIVIL CODE OF CALIFORNIA (TITLES III & IY, PART IV) APPLYING TO STREET RAILWAY FRANCHISES PREVIOUS TO CHARTER OF SAN FRANCISCO WHICH TOOK EFFECT JAN.8,1900.

SECTION 492

The legislative or other body to whom is intrusted the government of the county, city and county, city, or town, under such regulations, restrictions, and limitations; and upon such terms and payment of license tax as the county, city and county, city or town authority may provide, may grant franchises for the construction of elevated or underground railroad tracks over, across, or under the streets and public highways of any such county, city and county, city; or town, for the term not exceeding fifty years; provided, that before granting such franchise there shall be presented to such legislative or other body a petition signed by the owners of a majority of the landed property, other than public property, on the line of said elevated portion applied for. (Additional Section Statutes 1895, 242.)

SECTION 497

Authority to lay railroad tracks through the streets and public highways of any incorporated city or town may be obtained for a term of years, not exceeding fifty, from the Trustees, Council or other body to whom is intrusted the government of the city or town, under such restrictions and limitations, and upon such terms, and payment of license tax, as the city or town authority may provide. In no case must permission be granted to propel cars upon such tracks otherwise than by electricity, horses, mules, or by wire ropes running under the streets and moved by stationary engines, unless for special reasons in this title hereinafter mentioned; provided, however, that such Board or body in granting the right, or at any time after the same is granted, to use electricity or any other of said modes, shall have power to impose such terms, restrictions and limitations as to the use of streets and the construction and mode of operating such electric and other roads as may by such Board or body, be deemed for the public safety or welfare (as amended February 25, 1891, Statutes 1891, Page 12).

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SECTION 498

The city or town authorities in granting the right of way to street railroad corporations, in addition to the restrictions which they are authorized to impose, must require a strict compliance with the following conditions, except in the cases of prismoidal or other elevated railways. In such cases said railway shall be required to be constructed in such manner as will present the least obstruction to the freedom of the streets on which it may be erected when allowed by the granting power.

First: To construct their tracks on those portions of streets designated in the ordinance granting the right, which must be as nearly as possible in the middle thereof.

Second: To plank, pave, or macadamize the entire length of the street used by their track between the rails and for two feet on each side thereof and between the tracks if there be more than one, and to keep the same constantly in repair, flush with the street and with good crossings. (This section was repealed in 1921 but applies to franchises granted previous to this.) City Attorney's Opinion April 29, 1926 to Board of Supervisors.

Third: That the tracks must not be more than five feet wide within the rails and must have a space between them sufficient to allow the cars to pass each other freely.

SECTION 499

Two lines of street railway, operated under different management, may be permitted to use the same street; each paying an equal portion for the construction of the tracks and appurtenances used by said railways jointly; but in no case must two lines of street railway operated under different management occupy and use the same street or tracks for a distance of more than five blocks consecutively.

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SECTION 500

Any proposed railroad track may be permitted to cross any track already constructed, the crossing being made as provided in chapter 11, title 111 of this part. In laying down the track and preparing therefor, not more than one block must be obstructed at any one time, nor for a longer period than ten working days.

SECTION 502

Work to construct the railroad must be commenced within one year from the date of the ordinance granting the right of way and the filing of articles of incorporation and the same shall be completed within three years thereafter. A failure to comply with these provisions works the forfeiture of the right of way as well as the franchise, unless the uncompleted portion is abandoned by the corporation with the consent of the authorities granting the right of way. Such abandonment and consent to be in writing (Section 502 was amended in 1895 by providing that extension of time of construction could be granted).

SECTION 503

Cities and towns in or through which street railroads run may make such further regulations for the government of such street railroads as may be necessary to a full enjoyment of the franchise and the enforcement of the provisions provided herein.

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SECTION 501

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CLAUSES FROM FRANCHISES

CLAUSE A

Whenever it shall be necessary for said railroad company to plank, pave or macadamize its railway tracks as provided in the 498th section of the Civil Code of this state, it shall use the same material which is or may be used by said city and county in respect to the remainder of the street unless otherwise directed or permitted by the Board of Supervisors of said city and county.

CLAUSE B

- 1. To construct the tracks of said railroad on those portions of the streets above designated as nearly as possible in the middle thereof.
- 2. To plank, pave, or macadamize the entire length of the street used by their tracks between the rails and for two feet on each side thereof and between the tracks, if there be more than one, and to keep the same constantly in repair, flush with the street and with good crossings.

CLAUSE C

Wherever any street or part of a street over which this franchise is granted shall be ordered improved or reimproved and the work of improving or reimproving such street shall be let by contract by the Board of Supervisors or other governing body of this city and county, the portion of said street occupied or to be occupied by the track or tracks of the grantee or grantees of this franchise, between the rails, between the tracks laid or to be laid shall be let together with the rest of the street or streets, and the grantees, their successors or assigns shall be held liable from and after the passage and approval of this order of the payment of the cost of said improvement or reimprovement which cost shall be assessed in the proportion for the work done between the rails, between the tracks if there be more than one track, and for two feet on either side of the track or tracks, to the work done upon the entire width of the street, or streets so improved or reimproved and said cost shall be collected in the manner provided for the collection of other street assessments, and shall become a lien upon the roadbed, rolling stock and franchise of said road.

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- 1. To construct the tracks of while bridges on thus and not the streets are ble ble in the middle threef.
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Whenever any street or part of a case of a graph of a franchist of

CLAUSE D

- 1. Said grantee its successors or assigns shall, from and after the date of the passage of this order, be liable for the cost and expense of repairing and keeping in good order and repair with the same material as may be in use on the contiguous portion of the street, all that portion of the street or streets over which this franchise extends, embraced within the space occupied by their track or tracks, between their rails, between their tracks and for two feet on either side of their tracks, and shall whenever directed by the superintendent of public streets, put in good condition those portions of the streets designated in this section.
- 2. Said grantee, its successors or assigns, shall from and after the date of the passage of this order. be liable for the cost and expense of repairing and keeping in good order with the same material as may be in use on the contiguous portion of the street all that portion of the street or streets over which this franchise extends, embraced within the space occupied by their track or tracks between their rails, between their tracks and for two feet on either side of their tracks, and put in good order and condition those portions of the streets designated in this section whenever directed by the Superintendent of Public Streets and whenever it shall be necessary for said grantee, its successors or assigns to plank, pave, or macadamize those portions of the street on which their railroad tracks are laid. as provided in section 498 of the Civil Code; they shall use the same material which is or may be used by the city and county in respect to the remainder of the streets unless otherwise directed or permitted by said Board of Supervisors.

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DETAILS OF FRANCHISES

CALIFORNIA ST. - FIRST AVENUE to KEARNY ST. 12. CALIFORNIA ST. - KEARNY ST. to DAVIS ST. to JONES ST. 2. O'FARRELL ST. - MARKET ST. JONES STREET - O'FARRELL ST. to PINE ST. 4. PINE ST. - JONES STREET to HYDE ST. HYDE STREET to BEACH ST. - PINE STREET JONES STREET - MCALLISTER ST. to O'FARRELL ST.

ORIGINAL FRANCHISES

ITEM 1 ORDER NO. 1292. Approved June 14, 1876.

To Stanford, Hopkins, Porter, Wormser, et al.
Sec. 1. California st. - Kearney St.
to First Ave. Single or double track. Cars
not to exceed 20 ft. in length. Operate
by endless rope.

Sec. 2. Owners shall plank or pave as City or County directs, the street through which runs between the rails and between the tracks wherever double tracks are laid and keep same in repair.

Sec. 3. Track shall not be over three and one-half feet between rails and space between tracks sufficient for passage of

cars.

Sec. 6. Franchise for 25 years. (See Ordi-ORDER NO. 1302. nance #1530) Modified Order No. 1292 so that penalties and forfeitures shall not attach or run until streets are sewered. (No record of Order No. 1302 in Book of Franchises).

Approved February 21, 1879.

To California Street Railroad Company. Sec. 1. Abandon present line of railroad lying west of cemetery or Central Ave.

(now Presidio Ave.).

Sec. 2. Right to construct in continuation of present California Street Railroad on California Street from cemetery or Central Ave. to First Ave. to be operated by dummy steam engine or engines and may convert into a wire cable railroad. No additional fare; whole line from Kearny St. to First Ave. for one fare.

Franchise for 25 years. (See ordinance #1538)

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ORDER NO. 1538. Approved November 29, 1879. To Market Street Railroad Company. Order Nos. 1489 and 1292 were amended to be in effect for 50 years from Feb. 17, 1879. ORDER NO. 1537.
Approved November 29, 1879. To Stanford, Mills, Tevis, Wormser, et al. Acceptance filed December 8, 1879. Sec. 1. Franchise for 50 years.

Sec. 1. California St. - First Ave. at terminus of California St. Railroad Company's line to 6th Ave.; 6th Ave. - California to "D" or Fulton Sts.

Sec. 2. Sec. 498,500 & 502 of Civil

Code of California to apply.

Sec. 3. To use steam dummies, horses, or wire ropes.

ORDER NO. 1523. Approved November 14, 1879. To North Beach and Mission Railroad Co. of San Francisco.

Acceptance filed November 21, 1879. Sec. 1. California Street turning out from Market St. to intersection of Kearny St. Franchise for 50 years. Not lawful to lay double tracks on California Street between Battery and Davis Streets with-

out written consent of majority of owners, estimating per front of property, shall have been filed with Supervisors.

Sec. 2. Sec. 498, 500 & 502 of Civil Code of California apply.

Sec. 5. Sec. 499 of Civil Code of California (joint use of tracks) applies. Sec. 8. Clause "A" applies.

(The North Beach & Mission Railroad Company of San Francisco was not a part of the California Street Railroad Company).

ORDER NO. 1883. Approved December 1, 1886. To G. Sutro and associates. Acceptance filed December 4, 1886.

Sec. 1. From First Ave. into California St., thence westerly along California St. to or near city cometery (This is not a part of the California Street Cable Railroad Company as now existing).

ITEMS - Part of 3, 5 & 6

Approved May 3, 1889. To California Street Cable Railroad Company. Acceptance filed May 6, 1889.

Sec. 1. jenitem is a.v. - Fri. 1. to the tartet to pray's lim to did tweet did Ave. 'e. del'... Perila to "D" or Philand for "S" and a recommendation of casel... To Korbit Booch did Missis Bodlens of Co. C Livelet bearen Badten, et Deve den er trieben an de sterne en Staten, et Deve den er trieben ook welke generet before de lande en sterne THE THE STATE OF SECTION enter city of the contract Approved Services as Service of the service of the services of

Sec. 1. Double track - franchise for remaining existence of franchise heretofore granted.

Jones St. - N.L. McAllister to Bush Sts.: Bush St. - Jones to Hyde Sts.: Hyde St. -Bush to Jefferson Sts.

Sec. 2. Secs. 498,500,502 & 503 of Civil Code of California apply.

Clause "D-1" applies.
Sec. 4. Sec. 499 of Civil Code of California applies.

Clause "A" applies. Sec. 7.

ITEMS 1A, 2, Part of 3, 4 ORDER NO. 2175, passed over mayor's objections March 3, 1890.

To California Street Cable Railroad Company. Acceptance filed March 10, 1890.

Sec. 1. Single or double track. O'Farrell St. - Market to Jones Sts.; Jones St. - Bush to Pine Sts.; Pine St. - Jones St. to Hyde St.; California St. - W.L. Kearny St. to C.L. Davis St.

Sec. 2. Secs. 498,500,502 & 503 of Civil Code of California apply.

Sec. 3. Portions on O'Farrell, Jones, and Pine Sts. - same provisions as Order No. 2058. Portion on California St. - same provisions as Order No. 1538.

OPERATE WITH ELECTRICITY

ORDER NO. 2058. Sec. 3 (Items 2, 3, 4, 5, 6).

OPERATING PERMIT

From March 23, 1931 for 25 years. Operating Permit includes California Street from Davis St. to Market St., for which there was no franchise.

RTMARKS

The matter of operating permit and franchises for this company is clear cut and the only legal question involved which might require interpretation by the City Attorney is the claim of the Market Street Railway Company with regard to California Street from Kearny Street to Market Street. (See pages 5 & 6 of this report.)

Acceptance (The benefit | 100.

See 1 Stack | Stack | 1 Stack | 1

RESUME OF PAVING OBLIGATIONS

Itom	Order No.	Expiration of Franchise	Paving Obligations
1	1292	Amended	Pave and keep in repair between tracks and rails.
	1538	Feb. 17, 1929	
lA	2175		Sec. 498 (21 outside); Sec. 500, 502 & 503.
	1538	Feb. 17, 1929	500 , 502 & 505.
2	2175		Sec. 498 (2' outside); Sec. 500, 502 & 503.
	2058	Feb. 17, 1929	Sec. 498, 500, 502-& 503 -
			Clauses "A" and "D-1".
3	2058	Feb. 17, 1929	Sec. 498,500,502 & 503, Clauses "A" and "D-1".
	2175		Sec. 498, 500, 502 & 503.
4	2175		Sec. 498,500,502 & 503
	2058	Feb. 17, 1929	Sec. 498,500,502 & 503, Clauses "A" and "D-1".
5	2058	Feb. 17, 1929	Sec. 498,500,502 & 503, Clauses "A" and "D-1".
6	2058	Feb. 17, 1929	Sec. 498,500,502,503, Clauses "A" and "D-1".
	2175		Sec. 498, 500, 502 & 503.

2175 - With reference to Item 1A which refers to Order No. 1538 makes date of expiration as of Feb. 17, 1929.

2175 - With reference to Items 2, 3, 4, 5, & 6 which refer to Order No. 2058 might be questionable as to whether the date of expiration is Feb. 17, 1929 or May 3, 1929.

SETAMBLE OF STREET

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Sec. 198, 500, 502 - 73	Line of the All Co.		
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2175 - With meforence to Items 2, 3, 4, 5, 8 d which restor to Order Mc. 7 56 might be ou to acel on the wheth methodate of expired to be Feb. 17, 1939 of Mr. 1, 1000.

As of December 31, 1943

Asphalt Pavement & Base	1,695 sq.ft. @	\$.26	\$ 440.70
Asphalt Top	40,309 sq.ft.	.10	4,030.90
Asphalt Top on Basalt Block Base	47,989 sq.ft.	.18	8,638.02
Shim Rail	737 lin.ft.	1.25	921.25
	Estimated Cost		\$14,030.87

	Asphalt Pavement & Base Sg.ft.		Top on B.B.Base	Shim Rail Lin.Ft.	Cost
Californic St.	1.350	33,855	39,454	637	\$11,634.47
O'Farrell St.	80		223 (2)	20	
	00	1,321	~	20	177.90
Jones St Market to O'Far	rell 230	475	- 160	60	211.10
Jones St O'Farrell to Pi	ne 35	124	20	20	50.10
Pine Street	-	46	-	-	4.60
Hyde Street	-	4,488	8,355	-	1,952.70
Totals \$4	1695 40.70 \$4	40,309,030.90	47,989 \$8,638.02	737 \$921.25	\$14,030.87

Shim Rail - Minimum work of track repair, only Shim rail so as to allow pavement repair to grade of abutting street grades.

Asphalt Top - Placing of asphalt over existing Basalt Block Pavement.

Asphalt Top on Basalt Block Base - Resetting of existing blocks and covering with Asphalt.

Estimated prices may be low during present flurry in price but can be adjusted as prices vary since the quantities of work really govern.

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Per cent of Cost of Maintaining Crossings Borne by California Street Cable Railroad Company

Crossing of California Street Cable Railroad Company with Electric Lines of Market St. Railway Co 25
California and Sansome Streets
" Kearny Streets
" Polk Streets
" Fillmore Streets
" " Divisadero Streets
" St. " Presidio Avenue (1 track)
Jones and Ellis Streets
" Turk Streets
" " Eddy Streets
" " Sutter Streets
Crossing of California Street Cable Railroad Company with Cable Lines of Market St. Railway Co 50%
California and Powell Streets
Hyde "Washington Streets
" Jackson Streets
O'Farrell " Powell Streets
Crossing of California Street Cable Railroad Companywith Electric Lines of Municipal Railway 0%
California St. and Van Ness Avenue
Jones " Geary Streets
Hyde " Union Streets

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CALIFORNIA ST. —N.W. FROM STEINER ST. METHOD OF TOPPING BLOCKS WITH ASPHALT.

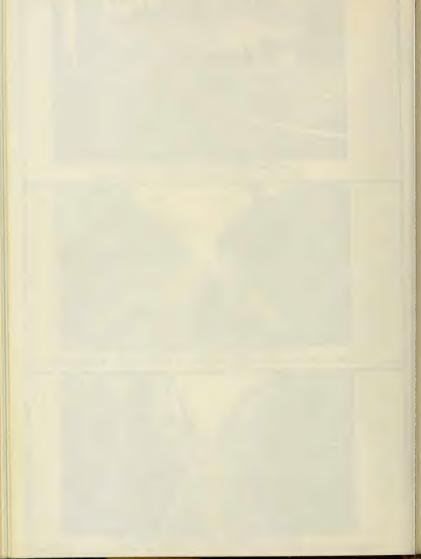


HYDE ST-SOUTH FROM CHESTNUT ST.

COBBLESTONES BETWEEN TRACKS IN VERY ROUGH CONDITION



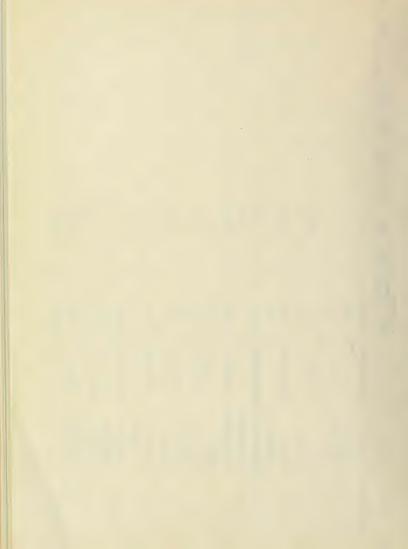
PAVEMENT BETWEEN RAILS IN GOOD CONDITION FOR BASALT BLOCKS.



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CITY AND COUNTY OF SAN FRANCISCO

REPORT

OF THE

OBLIGATIONS AS TO THE USE OF STREETS UNDER FRANCHISES AND PERMITS

(in accordance with Ordinance 1892 (Series of 1939) passed by the Board of Supervisors and approved Dec. 15, 1942)

VOL. II STEAM RAILROADS

DOCUMENTS DEPT.

APR 3 0:1980

EVEN PRANCISCO

Prepared by JOHN J. CASEY CITY ENGINEER

Approved by
H. C. VENSANO
DIRECTOR, DEPARTMENT OF PUBLIC WORKS

Submitted to
T. A. BROOKS
CHIEF ADMINISTRATIVE OFFICER

December 31, 1943



CITY AND COUNTY OF SAN FRANCISCO

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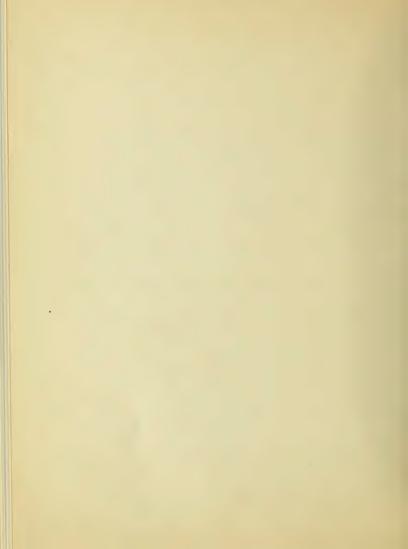


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HEAVY INDUSTRIAL and UNRESTRICTED ZONES
by City Planning Commission April 1, 1944
LINE OF JURISDICTION OF STATE BOARD OF HARBOR COMMISSIONERS

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FOREWORD

This is Volume II of a report on the Obligations as to the "Use of Streets under Franchises and Permits" and reports the condition of the streets used by the Steam Railroad Companies as of December 31, 1943 and continues the studies outlined in a progress report dated May 15, 1943.

This report includes the main line franchises of the Southern Pacific Company and its predecessors, the Atchison, Topeka and Santa Fe Railway formerly known as the San Francisco and San Joaquin Valley Railway Company, the Western Pacific Railroad Company, the State Belt Line Railroad and the various spur track permits granted to the railroad companies and various firms and corporations obtaining service from the several railroads.

The last compilation of franchises and permits was made in 1910 and no work has been done along this line for 34 years. It was therefore necessary for the Bureau of Engineering to examine every issue of the "Journal of Proceedings of the Board of Supervisors of the City and County of San Francisco" since 1908 and the "Minutes of the Department of Public Works of the City and County of San Francisco" since 1906 and list all ordinances and resolutions appertaining to railroad franchises and spur tracks and examine them for the obligations entailed before any report on the "Condition of streets used" could be made.

Field examinations were made as to pavement conditions and correlated with the permits issued.

This work was done in accordance with Ordinance No. 1892 (Series of 1939) of the Board of Supervisors approved December 15, 1942.

This report was compiled under the supervision of Assistant City Engineer Sherman P. Duckel.

The active direction of the work was under M. H. Levy, Civil Engineering Tesigner, assisted by the following employees of the Bureau of Engineering.

Compilation of Franchises and Fermits:
The late Geo. F. Stahle, Engineer of Grades,
assisted by Wm. A. Smith, Surveyor's Field Assistant;
L. Pope, A. Furderer, D. T. Ryan and J.H. Hanley,
Inspectors.
Field Work:

Inspectors L. Pope, A. Furderer, D. T. Ryan and T. Breslin.

Compilation of Obligations and Preparation of Maps: F. V. Philpot and C. Ferraris, Civil Engineering Draftsmen; F. Brown, Inspector. 11111277

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AUTHORIZATION OF REPORT

ORDINANCE 1892 (Series of 1939) passed by the Board of Supervisors and approved December 15, 1942.

Section 1 of Ordinance 1892 reads:

"does hereby confer upon the Chief Administrative Officer of the City and County of San Francisco the power and authority to examine all and singular the provisions, covenants and obligations contained in the several franchises and permits heretofore and which may be issued or granted to any person, firm or corporation for the conduct of any business or calling which the Board of Supervisors has jurisdiction or control, or for the use and/or occupation of any public street, way or place insofar as said provisions, convenants and obligations contained in said franchises and permits pertain to or affect public streets, traffic, health and safety, and commencing July 1, 1941, it shall be the duty of the Chief Administrative Officer to file a quarterly report with the Board of Supervisors showing in detail the manner in which the holders of said franchises or permits are complying or failing to comply with the provisions, covenants and obligations contained in or imposed by said franchises or permits."

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s hereby confer were the Chi f Administrative streets of the County of San Francisco the power and authority re-

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HISTORY OF FRANCHISES AND PERMITS

The steam railroads operating in San Francisco do so by virtue of franchises issued for their main lines and by permits issued for the construction of spur tracks.

Prior to the Charter of 1900, which became effective January 8, 1900, all franchises were granted according to the general powers contained in the so called "Consolidation Act" and in the manner provided by the general laws of the State of California.

The original franchises granted to the Southern Facific Company and its predecessors in name, and to the Atchison, Topeka and Santa Fe Railway Company now commonly called the Santa Fe and its predecessor in name, were granted prior to the Charter of 1900.

The franchise to the Ocean Shore Railway Company, now defunct and partly taken over by the Western Pacific Railroad Company, was granted under the terms of the Charter of 1900.

The franchise to the Western Pacific Railroad Company was also granted under the terms of the Charter of 1900.

Spur tracks are granted by permits issued under the laws in effect at the time issued.

SOURCE OF INFORMATION

The only list of railroad franchises and spur track permits existing is covered in a few pages of "Book of Franchises granted by the Board of Supervisors of the City and County of San Francisco including Street and Steam Railroad, Telephone, Telegraph and Miscellaneous Permits" published by the Board of Supervisors and dated 1910. This list covered the franchises to the predecessors of the Southern Pacific and Santa Fe Railroads but not those of the Ocean Shore and Western Pacific. The list of permits of spur tracks was very small and no list of those granted since the publication of the Franchise Book was available.

METHOD OF SURVEY

It was decided that the only way of obtaining the necessary information would be to examine and tabulate all the records of permits which could be found, although a great deal of work and time would be required. Accordingly, examination and tabulation was started of all available records; that is, all permits greated since 1908 as found in the "Journal of Proceedings"

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of the Board of Supervisors of the City and County of San Francisco and those since 1906 as found in "Minutes of the Department of Fublic Works of the City and County of San Francisco.

Field men covered the districts where railroad tracks existed and made plats of the existing tracks while the office erew was investigating the records.

The field examination and permits were then correlated and the records sent to the railroad companies for checking.

The lists sent to the companies gave the location of spur, date of resolution or ordinance, and grantee. In many cases where the spur had been granted to a firm, the grantee may have moved or gone out of business and a new firm utilizes the spur. In many cases, although the spur permit is granted to a firm, the railroad company concerned attends to all details and work in connection with the maintenance.

Due to the method of checking the lists with the railroad company, discrepancies will be straightened out and the final compilation will show the exect status of each spur as to obligations and whom to contact with reference to maintenance.

Section maps on standard size sheets are being drawn showing all existing track facilities in the City and will contain all pertinent data relating to the trackage. Eventually a composite map of the portion of the City where tracks exist will be made.

SCOPE OF REPORT

(1) Laws of the State of California and City of San Francisco pertaining to steam railroad franchises and permits.

(2) Ordinances of the City granting franchise to the

railroad companies.

(3) Lists of special obligations of the several companies.
(4) Table showing existing spurs by streets alphabetically arranged, name of grantee, ordinance, order, or resolution and date governing, obligations by symbols, by whom the track is maintained and the area of pavement and/or sidewalk to be reconstructed to fulfill the obligation of the grantee with respect to pavements and sidewalks.

The other obligations incurred by the grantee have been listed in the Table mentioned in $^{\downarrow}$, but no field examination has been made as to the fulfillment of the other obligations such as hours of switching, placing of cars, erecting street lights, flagmen on duty, etc.

(5) Table showing permits granted for spurs which do not exist at the present time. All the data which have been found

from examining the records, are incorporated in the table.

RECOMMENDATIONS

A further check should be made of the spurs for which permits have been granted and do not now exist. The grantee should be contacted and if there is no intention of constructing the spur, the permits should be revoked.

AMOUNT OF WORK NECESSARY

The present report shows that there is 235,771 sq. ft. of pavement and 5,031 sq. ft. of sidewalk to be repaired in accordance with the obligations upon the railroad companies and holders of spur track permits.

In repaying the areas, it will be probably also be necessary to raise the tracks to conform to the street conditions.

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LAWS APPERTAINING TO RAILROADS AND SPUR TRACKS

Prior to the Charter of 1900, in effect January 8, 1900, all franchises granted were according to the general powers contained in the so-celled "Consolidation Act" and in the manner provided by the general laws of the State of California. The most important of these laws are contained in Titles III and IV, Part IV of the Civil Code. The following sections were in effect during the period in which most of the franchises were granted. The following excerpts are from the "Book of Franchises" published in 1910 and from the Civil Code of California, edition of 1941, by Deering.

Section 465 - CONSTRUCTION OF ROADS, OVER AND ALONG WATERCOURSES.

(5) To construct their roads, across, along, or upon any stream of water, water course, roadstead, bay, navigable stream, street, avenue or highway, or across any railway, canal, ditch or flume which the route of its road intersects, crosses or runs along, in such manner as to afford security for life and property, but the corporation shall restore the stream or watercourse, road, street, avenue, highway, canal, ditch or flume thus intersected to its former state of usefulness as near as may be, so that the railroad shall not unnecessarily impair its usefulness or injure its franchise.

(6) CROSSING OTHER RAILROAD LINES

To cross, intersect, join or unite its railroad with any other railroad, either before or after construction at any point upon its route, and upon the grounds of such other railroad corporation with the necessary turnouts, sidings, and switches and other conveniences in furtherance of the objects of its connections; and every corporation whose railroads is, or shall be hereafter intersected by any new railroad, shall unite with the owners of such new railroad in forming such intersections and connections, and grant facilities therefor; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points or the manner of such crossing, intersections and connections, the same shall be ascertained and determined as provided in title seven, part three, Code of Civil Procedure (Secs. 1237 - 1263).

Enacted in 1872 Am. Stats 1901 - p.367 (unconstitutional)

Stats 1903 - p. 245, Stats 1907 - p.90.

Section 465a - MOTIVE POWER PERMITTED - LEGISLATIVE AUTHORIZATION

Every person or corporation now or hereafter authorized to operate a railroad by steam motive power, is also authorized to use electricity or compressed air, or both, either with or without such steam for the purpose of propelling cars or trains on such railroad or upon any portion thereof. In incorporated cities, towns, or cities and counties having more than five thousand inhabitants, authority must be obtained from the legislative authority thereof (added by Stats 1905 - p.574; addition by Stats of 1901 P.368 held unconstitutional).

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Section 469 - CROSSINGS AND INTERSECTIONS - CONDEMNATION

Whenever the tracks of one railroad intersects or crosses the tracks of another railroad, whether the same be a street railroad, whelly within the limits of a city or town, or other railroad, the rails of either or each road must be so cut and adjusted as to permit the passage on each road with as little obstruction as possible; and in case the persons or corporations owning the railroads cannot agree as to the compensation to be made for cutting and adjusting the rails, the condemnation of the right of way over the one for the use of the other road may be had in proceedings under title seven, part three, code of Civil Procedure and the damages assessed and the right of way granted as in other cases. (Enseted in 1872).

Section 470 - USE OF CITY STREETS, ALLEYS, ETC. - VOTE REQUIRED

No railroad corporation must use any street, alley or highway, or any of the land or water within any incorporated city or town, unless the right to so use the same is granted by a two-third vote of the town or city authority from which the right must emanate. (Enacted 1872)

No railroad corporation may use any street, alley or highway or any of the land, whether covered by water or otherwise, owned by the municipality within any incorporated city or town, unless the right to use the same is granted by a two-thirds vote of the town or city authority from which the right must emanate. (Am Stats 1941 - Chap. 1219 - Sec. 1.

Section 471 - REPEALED April 1, 1878 - AMENDMENTS 1877-78,84.

Section 473 - CORPORATIONS MAY CONSOLIDATE - PROCEEDINGS NECESSARY THERETO.

(Enacted 1872 - Am. Stats - 1901 - p. 327; repealed by Stats 1929 - P.1287.

Section 473a - RIGHT TO LEASE OR USE ANOTHER ROAD IN COMMON

Railroad corporations doing business in this state and organized under any law of this state or the United States or of any state or territory thereof have power to enter into contracts with one another, whereby the one may lease of the other, the whole or any part of its railroad, or may acquire of the other the right to use in common with it, the whole or any part of its railroad. (Added by Stats 1905 - p. 575).

Section 492 - USE OF STREETS NOT TO EXCEED 50 YEARS

The legislative or other body to whom is intrusted the government of the county, city and county, city, or town, under such regulations, restrictions, and limitations, and upon such terms and payment of license tax as the county, city and county, city or town

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authority may provide, may grant franchises for the construction of elevated or underground railroad tracks over, across, or under the streets and public highways of any such county, city and county, city, or town, for the term not exceeding fifty years; provided, that before granting such franchise there shall be presented to such legislative or other body a petition signed by the owners of a majority of the landed property, other than public property, on the line of said elevated portion applied for. (Additional Section, Statutes 1895, 242.)

Section 493 - APPLICATION OF ACT

This Act shall apply to all railroad companies heretofore and hereafter incorporated. (Additional Section. Statutes 1895, 242.)

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CHARTER OF 1900

The Charter of the City and County of San Francisco, adopted and effective January 8, 1900, provides:

POWERS . OF SUPERVISORS - ART.II - Chapter II - pp.10 (Issue of 1929)

Section 1 - Subject to the provisions, limitations and restrictions in this Charter contained, the Board of Supervisors shall have power:

Section 2 - USE OF STREETS - Except as otherwise provided in this Charter or in the Constitution of the State of California, to regulate and control for any and every purpose, the use of the streets, highways, public thoroughfares, public places, alleys and sidewalks of the City and County.

Section 3 - PERMITS FOR SPUR TRACKS ON STREETS. - To permit the laying down of spur or side tracks and running of cars thereon for industrial purposes only, for the purpose of connecting wavehouses, manufactories or other business industries and enterprises with the Belt Line of railroads along the water front or other lines of railroad which now or may hereafter enter the City and County, subject to such regulations and conditions as may be prescribed from time to time by said Board of Supervisors; such tracks to be used for transportation of freight only, and not to be used as a main line or a part thereof; and also for the purpose of excavating and filling in a street or portion of a street or the adjoining land, and for such limited time as may be necessary for such purpose and no longer.

Such tracks must be laid level with the street and must be operated under such restrictions as not to interfere with the use of such streets by the public. All permits granted under the provisions hereof shall be revocable at the pleasure of the Board of Supervisors. All spur or side tracks laid down and in use on the first day of July, 1907, shall be deemed to have been laid down and to be in use by permission of the Board of Supervisors, subject to the provisions of this section. As amended November 5, 1907; approved by the Legislature November 23, 1907 (Statutes Special Session, 1907, page 55).

Section 28 - ENTRY TO THE CITY OF STEAM RAILROADS (pp. 15)

To allow any transcontinental or other railroad company having not less than fifty miles of road actually constructed and in operation to enter the City and County with its road and run its cars to the water front at the most suitable point for public convenience. No exclusive right shall be granted to any railroad company; and the use of all such rights shall at all times be subject to regulation by the Supervisors.

CHARLEN OF 1929

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The file will be after wills on federal transmers you wall of. a h e litt no prince de de la company de la Every ordinance granting such right shall be upon the conditions that said company shall pave and keep in repair the street from curb to curb in such a manner and with such material as may from time to time be prescribed by the Supervisors, and that such company shall allow any other railroad companh to use in common with it the same track or tracks, each paying an equal portion for the construction and repair of the tracks and appurtenances used by such railways jointly.

POWERS OF MAYOR - Article IV - Chapter II - pp.57.

Section 3-ACTION TO ANNUL FORFEITED FRANCHISES

The Mayor must institute such actions or proceedings as may be necessary to revoke, cancel or annul all franchises that may have been granted by the City and County to any person, company or corporation which may have been forfeited in whole or in part or which for any reason are illegal and void and not binding upon the City. The City Attorney, on demand of the Mayor, must institute and prosecute the necessary actions to enforce the provisions of this section.

The Mayor shall have power to postpone final action on any franchise that may be passed by the Supervisors until such proposed franchise shall be ratified or rejected by a majority of the votes cast on the question at the next election.

MISCELLANEOUS - Article XVI - pp.283.

Section 26 - FRANCHISES NOT IN USE FORFEITED

All franchises and privileges heretofore granted by the City and County which are not in actual use or enjoyment, or which the grantees thereof have not in good faith commenced to exercise, are hereby declared forfeited and of no validity, unless said grantees or their assigns shell, within six months after this Charter takes effect, in good faith commence the exercise and enjoyment of sach privilege or franchise.

BOARD OF PUBLIC WORKS - Article VI - Chapter I, pp.85

Section 9 - The Board of Public Works shall have charge, superintendence and control under such ordinances as may from time to time be adopted by the Supervisors.

1.- STREETS, PIPES, WIRES SEWERS, ETC. Of all public ways, streets, avenues, lanes, alleys, places, courts, roads, highways and boulevards now opened or which may hereafter be opened in the City and County; of the manner of their use; and of all work done upon, over or under the same; and herein particularly the Board shall have exclusive authority to prescribe rules and grant permits, in conformity with the ordinances of the Supervisors, for the moving of buildings through the streets thereof, and the building or

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placing of cellars or vaults under the streets or sidewalks, and of temporary fences enclosing areas upon the sidewalks: the laying down and construction of railroad tracks in the streets; the erection of telegraph and telephone poles, and poles for electric lighting, and the laying under the surface of the streets or sidewalks of telegraph or telephone wires, and wires for electric lighting and power; the construction of drains and sewers: the laving down and taking up of gas, steam and water pipes, pneumatic or other tubes or pipes, and sewers and drains, and determining the location thereof; the using of the street or any portion thereof for the deposit of building material in front of a building during its construction or repair, or for any purpose other than such as ordinarily and properly belongs to the public from the dedication thereof to public use; and without such permission in writing from said Board no person shall do any of the acts in this section enumerated; but nothing in this section shall be so constructed as to give said Board the power to grant permits for or allow the permanent encroachment upon any sidewalk of any structure.

Article VI - Chapter II - pp. 112.

Section 24 - PROCEDURE FOR PAVING RAILROAD TRACKS

The Board of Public Works may at any time, without any application therefor, recommend to the Supervisors to order the parting or macademizing of the portion of any street required by law to be paved or macademized by the person, company or corporation having railroad track thereon. Upon such recommendation the Supervisors shall by ordinance order said work to be done and direct said Board to notify said person, company, or corporation of the fact of the passage of such ordinance.

The Secretary of said Board shall thereupon forthwith in writing notify said person, company or corporation of the passage of said ordinance; and if said person, company or corporation shall not within ten days after receiving said notice commence in good faith to do said work and prosecute the same diligently to completion, the Board shall invite sealed proposals for doing said work in the manner provided in this Article; and all the provisions of this Article in regard to such proposals, to the awarding of contracts, and to the doing of public work, shall apply to all similar proceedings taken under this section. On the completion of the work to the satisfaction of the Board the contractor shall be entitled to recover from such person, company or corporation the contract price for the expense of said work, together with incidental expenses, in an action instituted in a Court of competent jurisdiction. On the trial of such action, the certificate of the Board of the completion of said work to its satisfaction shall be prima facie evidence of the regularity of all the proceedings prior thereto and of plaintiff's right to recover in said action.

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Section 7 - COMPLETION OF CONTRACT - ASSESSMENT TO PAY SAME pp. 99

When the expense of such work falls in part upon any person, company or corporation having railroad tracks upon the street where such work has been done, said assessment shall include an assessment against said person, company or corporation, for its legal proportion of said expense and the same shall constitute a lien upon the readbed, relling stock, franchises and other property of such person, company or corporation, for a period of two years from the date of recording the warrant, assessment and diagram hereinafter provided for.

Section 8 - DIVISION OF EXPENSE, SEWERS, GRADING, PAVING, ASSESSED TO ADJACENT BLOCKS OR DISTRICT. RAILROADS MUST BEAR PROPORTION.

Third. The expense of all work on such portion of any street required by law to be kept in order by any persons, company, or corporation having reilroad tracks thereon, shall be borne and paid for by such person, company or corporation, and shall be included in the assessment hereinbefore provided for.

ARTICLE VI - Chapter I, pp. 87.

Section 9 - PROCEEDINGS RELATIVE TO EXCAVATION OF STREETS.

When at any time any person, company or corporation desires to have opened or torn up the roadway of any street, lane, alley, place or court in the City and County for any purpose, a written application shall be made to the Board of Public Works for permission to do so. The Board shall make estimate of cost of opening or tearing up such street... and of restoring same to as good a condition as it was before. Such person, company or corporation must deposit the amount of such estimation with the Board of Public Works.

The Board shall thereupon proceed to open or tear up said street... and shall at proper time restore such street... . Contracts for doing such work may be let by the Board in manner provided by the Charter or work may, at option of Board, be done by day's labor.

(If cost more than estimate, person or firm is indebted for difference and claim is a lien upon property of person or corporation and may be enforced by suit by City in accordance with Code of Civil Procedure of California. If cost less than estimate then person or firm presents claim and is paid as other claims.

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Article I - Chapter I - pp. 2.

Section 5 - LIABILITY FOR DAMAGES BY REASON OF DEFECTIVE SIDE-WALKS, ETC.

When any portion of the roadway of a public street in the City and County, which has been accepted by the Supervisors as provided by law, shall be in such a defective condition as to endanger persons or property in the use thereof;... it shall be the duty of the Board of Public Works to cause any such defect in such roadway... to be remedied or repaired. And, if through the official negligence of said Board such defect remains unremedied or unprotected, and in consequence thereof damage or loss to person or property is sustained or suffered, the said Board shall be liable to the party injured for the damage sustained; provided that a notice in writing directing attention to the existence of such defect, and specifying the particular street and block thereof whereon or wherein such defect exists, shall have been served upon the said Board at least five days before such damage shall have been sustained and provided further that there are at such time funds available to said Board for repairing or remedying such defects.

(Amended Nov. 15, 1910 approved by Legislature Feb. 17, 1911 Stats 1911 pp. 1661)

LEGISLATIVE DEPARTMENT - Article II - Chapter I pp. 6.

Section 8 - pp. 6. - ORDINANCES ENACTMENT AND PASSAGE

Every legislative act of the City and County shall be by ordinance. The enacting clause of every ordinance shall be in these words: "Be it ordained by the People of the City and County of San Francisco as follows." No ordinance shall be passed except by bill and no bill shall be so amended as to change its original purpose.

Section 9 - BILLS AND RESOLUTIONS : FINAL ADOPTION

No bill shall become an ordinance, nor resolution be adopted, unless finally passed by a majority of all the members of the Board, and the vote to be taken by ayes and noes and the names of the members voting for and against the same be entered in the Journal.

Section 10 - REVISION AND ADOPTION

No ordinance shall be revised, reenacted or amended by reference to its title; but the ordinance to be revised or reenacted, or the section thereof amended shall be reenacted at length as revised and amended.

Section 11

- SUBJECT AND TITLE

An ordinance shall embrace but one subject, which subject

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shall be expressed in its title. If any subject be embraced in an ordinance and not expressed in its title, such ordinance shall be void only as to so much thereof as is not expressed in its title.

Section 12 - pp. 7

RECONSIDERATION

When a bill is put upon its final passage in the Board and fails to pass, and a motion is made to reconsider, the vote upon such motion shall not be acted upon before the expiration of 24 hours after adjournment.

Section 12 - pp. 7

FRANCHISES

No bill for the grant of any franchise shall be put upon its final passage within 90 days of its introduction, and no franchise shall be renewed before one year prior to expiration. Every ordinance shall, after amendment, be laid over for one week before its final passage.

Section 13 - ADVERTISEMENT OF BILLS AND RESOLUTIONS

Every bill or resolution providing for any specific improvement, or the granting of any franchise or privilege ..., shall, after its introduction, be published in the official newspaper with the ayes and noss, for at least five successive days (Sundays and legal hilidays excepted) before the final action upon the same. If said bill be amended, the bill as amended shall be advertised for a like period before final action thereon.

Section 15

WHEN ORDINANCE TAKES EFFECT

No ordinance shall take effect until 10 days after its passage unless otherwise provided in such ordinance.

Section 16 - pp. 8.

APPROVAL OR DISAPPROVAL OF MAYOR

Every bill or resolution as hereinbefore provided, which shall have passed the Board and shall have been duly authenticated shall be presented to the Mayor for his approval. The Mayor shall return such bill or resolution to the Board within 10 days of receiving it. If he approves, he shall sign it and it shall then become an ordinance. If he disapproves, it he shall specify his objections thereto in writing. If he does not return it with such disapproved within the time above specified, it shall take effect as if he had approved it. The objections of the Mayor shall be entered at large in the Journal of the Board and the Board shall, after 5 days and within 30 days after bill or resolution has been returned, reconsider and vote upon same. If after reconsideration, it shall again be passed by affirmative vote of not less than 14 members of the Board, presiding officer shall certify that fact on the bill or resolution and when so certified bill becomes an ordinance with like affect as if approved by Mayor.

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If bill or resolution fails to receive 14 votes, it shall be deemed finally lost.

Section 18 - pp. 9

REPEAL OF ORDINANCES

No ordinance shall be repealed except by ordinance adopted in the manner herein set out and such ordinance shall be presented to the Mayor for his approval as hereinbefore provided. en in joj med to kan austromen get II. do annære

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OBLIGATION "A"

ORDINANCE No. 69 (New Series) - Providing for and Regulating the Construction, Maintenance and Use of Spur Tracks on and Over Public Streets Within the City and County of San Francisco, and Fixing Penalties for the Violation Thereof. - Approved October 12, 1906.

Be it Ordained by the People of the City and County of San Francisco as follows:

Section 1. No person, firm or corporation shall hereafter construct, maintain or use any spur or part of any spur track on any public street within the City and County of San Francisco, except in strict accordance with the terms and conditions hereinafter specified.

Section 2. It shall be unlawful to use, construct or maintain any spur track on any public street unless a permit for the same shall have been granted by the Board of Supervisors, and any person or persons individually or acting for or representing any firm or corporation who shall construct or maintain such spur track without the authority of such permit shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by imprisonment in the County Jail for not more than six (6) months or by a fine of not more than five hundred (500) dollars, or by both such fine and imprisonment.

All permits for the construction, use and maintenance of a spur track shall be temporary and revocable at the pleasure of the Board of Supervisors.

Section 3. The rail used in the construction of all spur tracks constructed subsequent to the passage of this Ordinance shall be grooved rail of a standard pattern on all paved streets, except on curves and switches, where a suitable rail with a guard may be used. If any spur track now in existence in said City and County shall be constructed on any paved street, in whole or in part, the standard grooved rails, as above designated, shall be used in such case.

Section 4. All spur tracks hereafter constructed shall be laid to conform to the actual surface grade of the roadway, so as to cause the least obstruction to teams. In case said roadway is above or below the official grade, and should be subsequently paved or repaved on the official grade, all such tracks and their adjacent pavements shall be changed to conform to the official grade by the parties or party laying or using the same, and without expense to the City.

Section 5. Every holder of a permit from the Board of Supervisors to operate, maintain or use any spur tracks over and along any street or sidewalk in this City and County, is hereby required whenever notified by the Board of Public Works, by written notices, to pave the entire length of the street used by their tracks, between the rails and for two (2)

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feet on each side thereof, and between the tracks if there be more than one. The pavement used shall be basalt blocks on a concrete foundation, with joints grouted with asphaltic cement in accordance with the standard City specifications, unless otherwise directed by the Board of Public Works.

Section 6. Every person, firm or corporation operating, maintaining or using any spur tracks, shall maintain them and their adjacent pavements between the rail and for two (2) feet each side thereof, as hereinafter provided, in good repair, flush with the surface of the pavement of existing roadway, so that said tracks will be no obstruction to vehicles, and to the satisfaction of the Board of Public Works. In case said spur tracks or their adjacent pavements become out of repair, the person, firm or corporation, or persons, firms or corporations operating, maintaining or using said tracks, shall repair the same to the satisfaction of the Board of Public Works, within thirty (30) days after service of notice to do so by the Board of Public Works. All permits for laying spur tracks shall contain the condition specified in this section.

Section 7. No permit shall hereafter be granted for spur tracks on any public street in the City and County of San Francisco except upon condition that all persons, firms or corporations of swing or using property fronting thereon, or owning or using other tracks connecting therewith, shall have the right to use said tracks upon paying a proportionate share of the cost of the construction, maintenance and repair of said tracks and their adjacent pavements, unless upon other terms mutually agreed upon with the original owner, it being understood that cars loaded with perishable products shall have the right of way if necessary.

No permit for a spur track on any public street or property shall be granted in such manner as to permit the owner or holder thereof to acquire any exclusive rights to any portion of said spur track on such public street or property except that portion immediately serving his own property or its tenants.

The provisions of this Ordinance shall be applicable to all spur tracks constructed, maintained or operated entirely upon the public streets, and shall apply also to spur tracks in part constructed, maintained or operated upon private lands or property, except as to the portion thereof so constructed, maintained or operated on such private lands or property.

The owner of all spur tracks hereafter constructed shall, within thirty (30) days after said tracks are completed, file with the Board of Public Works a sworn statement showing the cost of said tracks and their adjacent pavement.

Section 8. The railway operating any spur track on any public street or property hereafter constructed in the City and County shall, upon demand of the person, firm or corporation

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for the use or benefit of which such spur track is operated. place upon such spur track the freight cars of any railway which has, in this City and County, track connection with the operating railway; such cars so placed to be used for the receipt and delivery of freight in carloads only. And the operating railway shall receive and deliver the cars of the connecting railway over, at and upon such connecting track in the performance of such switching service for such persons, firms and corporations; and such railway shall perform such service without undue delay or discrimination. The operating railway shall perform such service for the same charge or rate that it charges for corresponding service for its own cars upon the spur track for like purpose. The provisions of this section shall apply only to such portions of such spur tracks as are not constructed, maintained or operated upon or across private land, and no permit for a spur track shall hereafter be granted by the Board of Supervisors which does not specifically contain the provisions and conditions of this section.

Section 9. No runway or platform shall be extended from any car on a spur track to or across any sidewalk, except during the time such runway or platform is actually being used for the loading or unloading of freight from said car.

Section 10. All cars standing on spur tracks on any public street shall be loaded or unloaded within thirty-six (36) hours after being delivered on said tracks. Sundays and holidays excepted, except in case of unavoidable delay. The failure of any person, firm or corporation to load or unload said car within said time shall subject such person, firm or corporation to a fine of ten (10) dollars, which fine shall be paid into the City Treasury, and the permit of such person, firm or corporation to use such tracks shall be suspended until said fine is paid.

Section 11. No car shall be allowed to stand on any spur track for any time whatever so as to obstruct any crosswalk or driveway.

Section 12. All cars while standing on spur tracks constructed on a grade shall have their wheels blocked in such manner that such cars cannot be moved from their position.

Section 13. Any failure upon the part of a holder of a spur track permit to comply with any of the provisions of this Ordinance, after service of a notice to do so from the Board of Public Works, shall forfeit forthwith said permit.

Section 14. This Ordinance shall take effect and be in force thirty (30) days from and after its passage.

Note: The subject matter of Ordinance No. 719- Approved May 15, 1903 is incorporated in this ordinance.

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RESOLUTION NO. 11527 (NEW SERIES) - HEAVY INDUSTRIAL DISTRICT

WHEREAS, Spur track privileges are essential to the industrial and commercial growth of the City of San Francisco; and

WHEREAS, It should be generally known and understood that there are large areas within this city which are suitable for the construction of warehouses and factories and the construction of spur tracks to serve them, and also that within these areas spur track privileges will be granted; be it

RESOLVED, That the districts of this city hereinafter described shall be known and designated as Industrial Districts, and that within said districts the right to construct spur tracks will be granted upon proper application made therefor, such tracks to be constructed, maintained and operated strictly in accordance with the ordinances regulating spur tracks in the City and County of San Francisco now in force or hereafter amended; and whenever it shall appear that such spur tracks will be of benefit and advantage to the applicant and can be conveniently constructed:

RESOLVED, That nothing in this resolution shall be construed as abridging or limiting the rights of the Board of Supervisors or limiting the rights of the Board of Supervisors to regulate the construction, maintenance or operation of spur tracks within said Industrial Districts; and be it further

RESOLVED, That it is hereby declared to be the policy of the Board of Supervisors in granting spur track permits in the future to require such tracks to enter the property of the applicant wherever it is practical and reasonable to so construct the same.

DISTRICT NO. 1.

Beginning at the intersection of the easterly line of Lyon street and the Bay of San Francisco, thence south along the easterly line of Lyon Street to the northerly line of Chestnut Street; thence east along the northerly line of Chestnut Street to the westerly line of Webster street; thence northerly along the westerly line of Webster street; to the northerly line of Bay street; thence easterly along the northerly line of Bay street; thence easterly along the northerly line of Bay street to the westerly line of Laguna street; thence northerly along the westerly line of Laguna street; thence northerly along the westerly line of Laguna street; thence northerly along the westerly line of Laguna street; thence northerly along the westerly along the Waterfront line to the point of beginning; excepting all those portions of Baker, Scott, Fillmore and Bay streets within the above described area.

DISTRICT NO. 2.

Beginning at the intersection of the southerly line of the Embarcadero and the easterly line of Van Ness avenue, thence southerly along the easterly line of Van Ness Avenue to the northerly line of North Point street, thence easterly along the northerly line

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of North Point Street to the easterly line of Columbus avenue; thence southeasterly along the easterly line of Columbus avenue to the southerly line of Chestnut street; thence easterly along the southerly line of Chestnut street to the westerly line of Stockton street; thence northerly along the west line of Stockton street to the northerly line of Francisco street; thence easterly along the northerly line of Francisco street to the easterly line of Grant avenue; thence southerly along the easterly line of Grant avenue to the southerly line of Chestnut street; thence easterly along the southerly line of Chestnut street to the westerly line of Winthrop street; thence southerly along the westerly line of Winthrop street to the southerly line of Lombard street: thence easterly along the southerly line of Lombard street to the east line of Montgomery street; thence southerly along the east line of Montgomery to the southerly line of Greenwich street; thence east along the southerly line of Greenwich to the westerly line of Sansome street; thence south along the westerly line of Sansome to the southerly line of Filbert street; thence easterly along the southerly line of Filbert street to the easterly line of Sansome: thence southerly along the easterly line of Sansome to the north line of Jackson street; thence easterly along the north line of Jackson to the easterly side of Battery street; thence southerly along the easterly line of Battery street to the northerly line of Washington street; thence easterly along the northerly line of Washington street to the west line of the Embarcadero; thence northerly and westerly along the westerly line of the Embarcadero to the point of beginning; excepting all those portions of Bay, Broadway, Pacific, Jackson, Taylor, Powell, Stockton, Sansome Streets within the above described area, and Battery street from Jackson street to Greenwich street.

DISTRICT NO. 3.

Beginning at the southerly line of Howard Street and the westerly line of the Embarcadero; thence southwesterly along the southerly line of Howard street to the westerly line of Second street; thence southeasterly along the westerly line of Second street to the southerly line of Brannan street; thence southwesterly along the southerly line of Brannan street to the easterly line of Seventh street; thence northwesterly along the easterly line of Seventh street to the southerly line of Bryant street; thence southwesterly along the southerly line of Bryant street to the westerly line of Eleventh street; thence northerly along the westerly line of Eleventh street to the southerly line of Harrison street; thence southwesterly along the southerly line of Harrison street to the southerly line of Fourteenth street; thence west to the easterly line of Folsom street; thence southerly along the easterly line of Folsom to the northerly line of Nineteenth street; thence, easterly along the northerly line of Nineteenth street to the easterly line of Treat avenue; thence southerly along the easterly line of Treat avenue to the northerly line of Twentieth street; thence easterly along the northerly line of Twentieth street to a point 100 feet west of the westerly line of Harrison street; thence southerly and parallel to the westerly line of Harrison street and 100 feet distant therefrom

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to the northerly line of Twenty-third street; thence easterly along the northerly line of Twenty-third street to a point 100 feet east of the easterly line of Harrison street; thence northerly and parallel to the easterly line of Harrison and distant 100 feet therefrom to the northerly line of Twentieth street; thence easterly along the northerly line of Twentieth street to the westerly line of Utah street; thence northerly along the westerly line of Utah Street to the southerly line of Eighteenth street: thence westerly along the southerly line of Eighteenth street to the southeast corner of Eighteenth street and Potrero avenue: thence northwesterly to the northwest corner of Eighteenth street and Potrero avenue; thence northerly along the westerly line of Potrero avenue to the north line of Sixteenth street; thence easterly along the northerly line of Sixteenth street to the westerly line of San Bruno avenue; thence southerly along the westerly line of San Bruno avenue to the southerly line of Seventeenth street; thence easterly along the southerly line of Seventeenth street to the easterly line of Kansas street; thence southerly along the easterly line of Kansas street to the northerly line of Mariposa street; thence easterly along the northerly line of Mariposa street to the easterly line of Rhode Island street; thence southerly along the easterly line of Rhode Island street to the northerly line of Eighteenth street; thence easterly along the northerly line of Eighteenth street to the easterly line of De Haro street, thence southerly along the easterly line of De Haro street to the southerly line of Eighteenth street; thence easterly along the southerly line of Eighteenth street to the westerly line of Connecticut street; thence northerly along the westerly line of Connecticut street to the northerly line of Mariposa street; thence easterly along the northerly line of Mariposa street to a point midway between Texas and Mississippi streets; thency southerly along the line parallel midway between Texas and Mississippi streets to a point on the southerly line of Mariposa street; thence easterly along the southerly line of Mariposa street to the center line of Mississippi street; thence southerly along the center line of Mississippi street to the northerly line of Eighteenth street; thence easterly along the northerly line of Eighteenth street to the westerly line of Iowa street; thence southerly along the westerly line of Iowa street to a point 200 feet north of the northerly line of Twenty-second street; thence westerly and parallel to the northerly line of Twenty-second street to a point on the easterly line of the Western Pacific Company's right of way; thence southeasterly along the Western Pacific Company's right of way to the easterly line of Mississippi street; thence southerly along the easterly line of Mississippi street to the southerly line of Army street; thence westerly along the southerly line of Army street to the easterly line of Kansas street; thence northerly along the easterly line of Kansas street to the southerly line of Twenty-fifth street; thence westerly along the southerly line of Twenty-fifth street to the westerly line of Potrero avenue: thence westerly along the southerly line of Twenty-fifth street to the easterly line of Hampshire street; thence southerly along the easterly line of Hampshire street to the northerly line of Peralta avenue; thence northeasterly along the northerly line of Peralta avenue to the

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intersection of Holladay avenue; thence southeasterly to the easterly line of San Bruno avenue: thence southerly along the easterly line of San Bruno avenue to the County Line; thence easterly along the County Line to the Bay of San Francisco; thence northerly along the meanderings of the easterly line of the Embarcadero to the point of beginning; excepting all those portions of Folsom, Third, Fourth, Sixth, Eleventh, Oakdale, Jerrold, Evans, Kentucky, Army and Beale streets and Railroad avenue; also Townsend street between First and Third streets; Berry street between Second and Division; Division street between Seventh and Sixteenth streets: Bryant street between Division and Twentieth streets; Twenty-first street between Treat avenue and Alabama street: Sixteenth street between Folsom street and Potrero avenue and between San Bruno avenue and Kansas street and between Minnesota and Kentucky streets; Kansas street between Townsend and Seventeenth streets: Seventh street between Berry and Sixteenth streets; Mississippi street between Sixteenth and Mariposa streets: Mariposa street between Mississippi and Illinois streets: Seventeenth street between Kansas and Mississippi streets; Eighth street between Townsend and Bryant streets; San Bruno avenue between Twenty-fifth and Eve streets.

Approved, San Francisco, February 26, 1915.

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CHARTER OF 1932 (References are to Edition of 1943)

The Charter of the City and County of San Francisco, adopted and effective January 8, 1932, provides:

Section 2 - pp. 1. All ordinances or resolutions in force at the time this charter takes effect and not inconsistent therewith shall continue in force until amended or repealed.

Opinion of Appellate Court (pp. 170.)

Where provisions of the San Francisco Charter, which took effect Jan. 8, 1932 are not self-executing, but require ordinances to be passed to carry such provisions into effect - then ordinances passed under the old charter will not be considered superseded until such ordinances contemplated by the new Charter take their place.

There being nothing on the face of the new charter to the contrary, its provisions are prospective and not retrospective.

Section ? - All functions of the City and County, and the powers and duties of officers and employees charged with the performance thereof, as these shall have been apportioned among departments and afflees ... as existing at the time this charter shall go into effect, shall continue to be the function of such departments and offices ... except as in or under authority of this charter, otherwise specifically provided. The specification or enumeration in this charter of particular powers shall not be exclusive. The exercise of all rights and powers of the City and County, when not prescribed in this charter shall be provided by ordinance or resolution of the Board of Supervisors.

Section 13 - pp. 8. - ACTION BY RESOLUTION OR ORDINANCE

Action by Board of Supervisors shall be by ordinance or resolution in writing introduced by a member or by a committee of said Boar and passed or adopted by a majority of all the members of the Board at each meeting.

Every legislative act shall be by ordinance.

The enacting clause of all ordinances shall be, "Be it ordained by the people of the City and County of San Francisco."

Every or inance and resolution, except ordinances making appropriations shall be confined to one subject which shall be clearly expressed in the title... Any ordinance may be amended by an ordinance amending the particular sections thereof.

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An ordinance shall be passed by the Board of Supervisors only after reference to and report thereon from committee, unless it be an ordinance prepared and reported out by committee and after two readings and votes at separate meetings of the Board which meetings shall be at least 10 days apart; provided, however, that as to an emergency measure as defined in Section 16, reference to committee or the readings and votes at separate meetings may be waived by a 3/4 vote of all members of the Board.

No ordinance granting a franchise shall be finally passed within 90 days of its introduction.

Except as otherwise provided in this Charter or by ordinance, notice of the title or purport and subject matter of each proposed ordinance which is introduced and referred to committee shall be published within 3 days after its presentation to the Board... All ordinances shall be published upon passage for second reading. Emergency ordinances shall be published immediately on passage.

Section 14 - pp. 9. APPROVAL BY MAYOR - RECONSIDERATION AND VETO

Each proposed resolution or ordinance voted on by the Supervisors failing of passage, or adopted shall within 24 hours be transmitted to the Mayor by Clerk of Board with appropriate notation of Board thereon. Any resolution acted upon by unanimous consent of those oresent on date introduced, and any ordinance adopted by the Board as an emergency measure shall be acted upon by the Mayor within 3 days after receipt by him from the Clerk of the Board. All other resolutions and ordinances shall be acted upon by the Mayor within 10 days of such receipt.

The Mayor shall either approve each resolution or ordinance adopted by the Supervisors by signing and returning within the time limit, or he shall disapprove and veto any resolution or ordinance and return to the Clerk with his written objections within the time limit. His failure to make such return constitutes approval and shall take affect without Mayor's signed approval. Clerk of the Board shall note such fact upon the official copy of ordinance or resolution.

Board of Supervisors may reconsider any resolution or ordinance vetted or disapproved and, if after reconsideration, 2/3 of all members shall vote in favor, it becomes effective. If a larger vote is required by this Charter such larger vote shall be needed. Vote or reconsideration of vetted or disapproved ordinance or resolution is at a numnience of the Board, but if not passed over Mayor's vette within 30 days, it is lost.

Any proposed resolution or ordinance voted on by Supervisors and failing of passage shall be reconsidered by Board on written request of Mayor, with his reasons for same, when filed with Clerk

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within 10 days of the Board's action. Board shall reconsider at their convenience but not later than 30 days of filing of Mayor's request.

Section 15 pp. 10 EFFECT OF ORDINANCES AND RESOLUTIONS

Notice that an ordinance or resolution has passed or become final shall be published once within 5 days of final passage. To amend an ordinance which has proceeded to second reading shall require publication of ordinance as amended and proceeding de novo.

Section 16 - EMERGENCY MEASURES AND EFFECTIVE DATE OF ORDINANCES

No ordinance which is subject to referendum provisions of this Charter shall become effective until 30 days after its passage. Ordinances granting any public utility franchise or privilege shall not become effective until 60 days after their passage. Other ordinances shall not become effective until 10 days after their passage unless enacted by a 3/4 vote of all members of the Board as an emergency measure as defined in this section. No ordinance affecting franchises ... shall ever be passed as an emergency measure and the people by initiative or referendum ordinance may further restrict the matters that may be passed as emergency measures.

Section 17 - CODIFICATION OF ORDINANCES

Ordinances previously adopted and continuing in force may be codified and rearranged and thereupon shall be published in book form.

Section 24 - pp. 14. - PERMITS AND INSPECTIONS

The Board of Supervisors shall regulate, by ordinance, the issuance and revocation of licenses and permits for the use of, obstruction of or encroschment on public streets and places, exclusive of the granting of franchises governed by other provisions of this charter;

Permits and licenses shall be issued by the departments as designated by ordinance, only after formal application for such permit or license. No such permit or license that is dependent on or affected by the zoning, set-back or other ordinances of the City and County administered by the City Planning Commission shall be issued except on the prior approval of the City Planning Commission. If any application for a permit or license is denied by the department authorized to issue same, the applicant may appeal to the Board of permit appeals.

Section 25 - pp. 16. - MAYOR

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franchise that may be passed by the Supervisors until such proposed franchise shall have been voted on at the next election.

Section 87 - pp. 68 - LIMITATION ON CLAIMS FOR DAMAGES

All claims for damages against the City and County must be presented to the Controller within 60 days after the occurrence from which it is claimed the damages have arisen. Claims must be verified by oath of the claimant and must contain the name and address of claimant, the date and place of the occurrence or injury for which damages are claimed, the nature and amount of said injuries or damages and the items making up said amount; otherwise no recovery on any such claim or by reason of the said occurrence for which damages are claimed. (Ratified by Legislature Jan. 26, 1935)

Opinions on Section 87 (See pp. 176)

Campliance with provisions of Section 87 which requires all claims for damages against the City before suit is brought, there shall be filed with the Controller a verified statement setting forth the date and place of injuries, their nature and amount and amount of damages claimed, is a condition precedent to the action and a complaint failing to so allege a demand fails to plead a cause of action. (Cathey Vs. San Francisco 37CA(2d) 575,99F(2d)1109. A claim for damages for personal injuries suffered as a result of a dangerous or defective condition of a public highway must be filled with the Clerk orSecretary of the Board of Supervisors of San Francisco pursuant to the provisions of the Public Liabilities Act of the State of California, Act 5149 Derring's General Laws 1937 Vol. II, irrespective of the provisions of Section 87 of the San Francisco Charter as this is a matter of statewide concern. Wilkie V. San Francisco, 44 Calif. App (2d) 393, 112 P (2d) 759.

Section 108 pp. 79. - REPAIR OF ACCEPTED STREETS

When any readway of a street or portion thereof for not less than one continuous block has been paved in accordance with the specifications of the Department of Public Works and is in good condition and sewer, gas and water pipes have been laid therein, the same shall be accepted by the Supervisors by ordinance or the written certificate of the City Engineer, and thereafter such portion of the readway of said street shall be kept in repair and improved by the City and County. It shall be the duty of any property fronting in a public street to keep the sidewalk in front thereof in good remain and condition and the Board of Supervisors is hereby evered to provide by ordinance for the repair of such sidewalks in all cases where the owner fails and neglects to repair the same.

Nothing herein contained shall relieve any railway company from making repairs to the roadway of any street in conformity with the terms of its franchise or as provided by law (Ratified by the Legislature Jan. 26, 1935)

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Section 113. - LIABILITIES FOR DAMAGES BY REASON OF DEFECTIVE SIDEWALKS, ETC.

If any portion of any sidewalk or street in the City and County which has been accepted as provided by law shall be in such defective condition as to endanger persons or property and through the official negligence of the Director of Public Works, such defect remains unremedied, unrepaired or unbarricaded, and in consequence thereof damage or loss to person or property is sustained or sufficed, the said Director shall be liable to the party injured for the damage sustained; provided that a notice in writing directing attention to the existence of such defect, and specifying the particular street and block thereof whereon or wherein such defect exists shall have been served upon such Director at least five days before such damage shall have been sustained; and provided further, that there are at such times funds available to the said Director for repairing or remedying such defects or barricading the same.

Section 114 pp. 81. - SPUR TRACKS

The Board of Supervisors shall refer all requests for spur track permits to the Director of Public Works who shall grant such permits in all cases where the spur track is to be located within a heavy industrial zone, as classified by the City Planning Commission, provided that such spur track shall be so constructed and operated as not to establish an unreasonable interference with the public use of the streets affected. The Board of Supervisors shall refer all other requests for spur track permits to the Director of Public Works for report thereon, which shall be submitted by him within ten days after such reference, and shall not grant permission to lay any spur track until a report thereon shall have been received from said Director, to the effect that such construction and operation will not create an unreasonable interference with the public use of the streets affected.

Section 123 - pp. 66 - REFERENDUM ON ANY LEASE OR SALE OF PUBLIC UTILITY PROPERTY

The Board of Supervisors shall have power to lease or sell any public utility or any part thereof; provided that any ordinance or other measure involving the lease or sale of any public utility charter, or any ordinance granting any new franchise for the operation of any public utility whose franchise has expired, or is about to expire, must be referred and submitted to a vote of the electors of the City and County at the election next ensuing not less than sixty days after the adoption of such ordinance, and shall not go into effect until ratified by a majority of the voters voting thereon.

Section 179 - pp. 134 - INITIATIVE, REFERENDUM, RECALL

The registered voters shall have power to propose by petition

I any portion of any sidewile or bareet in the 19th to which has been accepted as provided by lew tout le in mach citive condition as to ensure a personal or personal and in the first and the condition amount of the blocker of backer of the condition amount of the blocker of backer or the condition of the condition of the condition of the condition of the said Director shall be lessed to the condition of the existence of such direct, and the condition of the existence of such direct, and the condition of the co

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Hand of Supervisors shall have proved least to the series of the series

100 179 - pp. 134 - INGTERS. PROTESTATION, CARLE

The registeral voters shall have power on the pathy in the

and to adopt or reject at the polls, any ordinance, act or other measure which is within the power conferred upon the Board of Supervisors to enact or any legislative act which is within the power conferred upon any other board, commission or officer to adopt or any amendment to the Charter.

No ordinance passed by the Supervisors granting any public utility franchise or privilege, shall go into effect until the expiration of sixty days from the date it becomes final.

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THE SAN FRANCISCO MUNICIPAL CODE

Codified with the assistance of the Works Progress Administration 1939 and authorized as divided into codes by Bill No. 1734, Ordinance 1.075, approved by the Mayor, October 11, 1938 and effective January 3, 1939.

Part II - Chapter X, PUBLIC WORKS CODE, Article II - pp. 635.

Section 555. - SPUR TRACKS - CONDITIONS FOR MAINTENANCE OF.

No person, firm or corporation, shall hereafter construct, maintain or use any spur or part of any spur track on any public street within the City and County of San Francisco, except in strict accordance with the terms and conditions specified in this Article.

Section 556. - PERMIT REQUIRED.

It shall be unlawful to use, construct or maintain any spur track on any public street unless a permit for the same shall have been granted pursuant to Section 114 of the Charter, and any person or persons individually or acting for or representing any firm or corporation who shall construct or maintain such spur track without the authority of such permit shall be deemed guilty of a misdemeanor.

All permits for the construction, use and maintenance of a spur track shall be temporary and revocable at the pleasure of the Department granting the same.

Section 557. - TYPE OF RAIL.

The rail used in the construction of all spur track constructed, subsequent to the passage of this Article, shall be grooved rail of a standard pattern on all paved streets, except on curves and switches, where a suitable rail with a guard may be used. If any spur track now in existence in said City and County shall be used in such case.

Section 558. - TRACKS MUST CONFORM TO GRADE OF STREET.

All spur tracks hereafter constructed shall be laid to conform to the actual surface grade of the roadway, so as to cause the least obstruction to traffic. In case said roadway is above or below the official grade, and should be subsequently paved or repaved on the official grade, all such tracks and their adjacent pavements shall be changed to conform to the official grade by the parties or party laying or using the same, and without expense to the city.

Section 559. - PAVING BETWEEN TRACKS - TYPE OF PAVEMENT. Every holder of a permit to operate, maintain or use any spur tracks over and along any street or sidewalk in this city and county, is hereby required whenever notified by the Department of Fublic Works,

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by written notices, to pave the entire length of the street used by their tracks, between the rails and for two (2) feet on each side thereof, and between the tracks if there be more than one (1). The pavement used shall be basalt blocks on a concrete foundation, with joints grouted with asphaltic cement in accordance with the standard city specifications, unless otherwise directed by the Department of Public Works.

Section 560. - REPAIR OF TRACKS AND PAVEMENT.

Every person, firm or corporation operating, maintaining or using any spur tracks, shall maintain them and their adjacent pevements between the rails and for two (2) feet each side thereof, as hereinafter provided, in good repair, flush with the surface of the pavement of existing roadway, so that said tracks will be no obstruction to vehicles, and to the satisfaction of the Department of Public Works. In case said spur tracks or their adjacent pavements become out of repair, the person, firm or corporation, or persons, firms or corporations operating, maintaining or using said tracks, shall repair the same to the satisfaction of the Department of Public Works, within (30) days after service of notice to do so by the Department of Public Works. All permits for laying spur tracks shall contain the condition specified in this section.

Section 561. - JOINT USE OF TRACKS.

No permit shall hereafter be granted for spur tracks on any public street in the City and County of San Francisco except upon condition that all persons, firms or corporations owning or using property fronting thereon, or owning or using other tracks connecting therewith, shall have the right to use said tracks upon paying a proportionate share of the cost of the construction, maintenance and repair of said tracks and their adjacent pavements, unless upon other terms mutually agreed upon with the original owner, it being understood that cars loaded with perishable products shall have the right of way if necessary.

Section 562. - NO EXCLUSIVE RIGHTS TO BE GRANTED.

No permit for a spur track on any public street or property shall be granted in such manner as to permit the owner or holder thereof to acquire any exclusive rights to any portion of said spur track on such public street or property except that portion immediately serving his own property or its tenants.

Section 563. - PROVISIONS APPLICABLE TO TRACKS ON PUBLIC STREETS.

The provisions of this Article shall be applicable to all spur tracks constructed, maintained or operated entirely upon public streets, and shall apply also to spur tracks in part constructed, maintained or operated upon private lands or property, except as to the portion thereof so constructed, maintained or operated on such private lands or property.

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Section 564 - OWNER TO FILE STATEMENT OF COST.

The owner of all spur tracks hereafter constructed shall, within thirty (30) days, after said tracks are completed, file with the Department of Public Works a sworn statement showing the cost of said tracks and their adjacent payement.

Section 565. - DELIVERIES FOR CONNECTING CARRIERS - CHARGES.

The railway operating any spur track on any public street or property hereafter constructed in the city and county shall, upon demand of the person, firm or corporation for the use or benefit of which such spur track is operated, place upon such spur track the freight cars of any railway which has, in this city and county, track connection with the operating railway; such cars so placed to be used for the receipt and delivery of freight in carloads only. And the operating railway shall receive and deliver the cars of the connecting railway over, at and upon such connecting track in the performance of such switching service for such persons, firms and corporations: and such railway shall perform such service without undue delay or discrimination. The operating railway shall perform such service for the same charge or rate that it charges for corresponding service for its own cars upon the spur track for like purpose. The provisions of this section shall apply only to such portions of such spur tracks as are not constructed, meintained or operated upon or across private land, and no permit for a spur track shall hereafter be granted which does not specifically contain the provisions and conditions of this section.

Section 566. - RUNWAYS CROSSING SIDEWALKS - REGULATION.

No runway or platform shall be extended from any car on a spur track to or across any sidewalk, except during the time such runway or platform is actually being used for the loading or unloading of freight from said car.

Section. 567. - TIME FOR LOADING AND UNLOADING CARS - PENALTY.

All cars standing on spur tracks on any public street shall be leaded or unloaded within thirty-six (36) hours after being delivered on said tracks, Sundays and holidays excepted, except in case of unavoidable delay. The failure of any person, firm or corporation to load or unload said car within said time shall subject such person, firm or corporation to a fine of Ten (\$10.00) Dollars, which fine shall be paid into the City Treasury, and the permit of such person, firm or corporation to use such tracks shall be suspended until said fine is paid.

Section 568. - CARS NOT TO BLOCK CROSSWAYS.

No car shall be allowed to stand on any spur track for any time whatever so as to obstruct any crosswalk or driveway.

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Section 569 - CARS STANDING ON A GRADE TO BE BLOCKED.

All cars while standing on spur tracks constructed on a grade shall have their wheels blocked in such a manner that such cars cannot be moved from their position.

Section 570 - FORFEITURE OF PERMIT, WHEN.

Any failure upon the part of a holder of a spur track permit to comply with any of the provisions of this Article, after service of a notice to do so from the Department of Public Works, shall forfeit forthwith said permit.

Page 646

Section 752. - NOTICE TO REMOVE UNDERGROUND PIPES, ETC.

Whenever any public work is authorized by the Board of Supervisors of the City and County of San Francisco to be done under the supervision of the Department of Public Works of said city and county, upon, in, over or under any of the public streets of the City and County of San Francisco, the said Department of Public Works may notify in writing any person, company, firm or corporation owning or having under his, their or its control pipes, wires, tracks, conduits or property upon, in, over or under such public streets of said city and county to remove or adjust so much of his, their or its pipes, wires, tracks, conduits or property upon, in, over or under such public streets of said city and county to remove or adjust so much of his, their or its pipes, wires, tracks, conduits or property as will allow the prosecution of said public work according to the necessities thereof.

Said notice shall be accompanied by a copy of the plans and specifications for said authorized public work showing the location of the said work in the said streets and describing the same.

Said notice shall specify a reasonable time within which said pipes, wires, tracks, conduits or property must be removed or adjusted.

Section 753. - OWNERS MUST REMOVE IN REQUIRED TIME.

Any person, firm, company or corporation, having pipes, wires, tracks, conduits or property upon, in, over or under such public streets upon, in, over or under which said public work is authorized to be done, shall, upon receipt of said notice, remove or adjust or cause to be removed or be adjusted within the time specified in said notice, so much of the pipes, wires, tracks, conduits or preperty belonging to or under the control of such person, firm, company or corporation as will allow the said authorized work to be prosecuted according to the plans and specifications therefor.

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Section 754. - FAILURE - WORK MAY BE DONE BY DEPARTMENT.

If any person, firm, company or corporation, fail, neglect or refuse to comply with the requirements set forth in the notice hereinbefore provided, then, and in that event, the said Department of Public Works shall remove or adjust or cause to be removed or be adjusted, so much of the pipes, wires, tracks, conduits or property specified in such notice as may be requisite for the prosecution of the said authorized public work according to the plans and specifications therefor; and, the incidental expenses incurred in such removal or adjustment, shall be chargeable to the person, firm, company or corporation failing, neglecting or refusing to comply with the requirements of the said notice, and may be recovered in an action at law brought in the name of the City and County of San Francisco against such person, firm, company or corporation.

PAGE 571

Section 215.(c) - WHERE PORTION OF STREET OCCUPIED BY TRACKS.

The expense of all work on such portion of any street required by law to be kept in order by any person, company or corporation having reilroad tracks thereon, shall be borne and paid for by such person, company or corporation, and shall be included in the assessment in this article hereinbefore provided for. The provisions of this subsection shall be applicable to any street whereon railroad tracks have been constructed and are being maintained by the city and county; and the city and county shall pay for all street work which, if such tracks were owned by a private person or corporation, would have to be paid for by such private person or corporation.

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ORDINANCE NO. 276, BILL NO. 280 - PRESCRIBING PROCEDURE RESPECTING APPLICATIONS FOR AND GRANTING OF FRANCHISES (SERIES OF 1939)

Be it ordained by the People of the City and County of San Francisco, as follows:

Section 1. Franchises which the City and County of San Francisco is authorized to grant shall be granted, only, by crdinance and the granting thereof shall be governed by this ordinance, and any and all other pertinent ordinances of the City and County, together with the applicable provisions of the charter of the City and County.

Section 2. Any person, firm or corporation desiring a franchise shall file with the Clerk of the Board of Supervisors of the City and County a written application therefor, together with a proposed form of ordinance granting the franchise desired.

Section 3. The proposed ordinance, in the form requested by the applicant, shall be introduced in the Board of Supervisors, and from and after its introduction shall be subject to the general provisions of the charter respecting the passage of ordinances, and to all special provisions of the charter respecting ordinances granting franchises.

Section 4. The ordinance granting any such franchise shall specify therein the conditions upon which the same is granted and prescribe such regulations respecting the exercise thereof as may be deemed necessary and proper.

Section 5. The provisions of this ordinance shall apply not only to applications for franchises hereafter made, but also, to any applications for franchises heretofore made, and now pending, which conform to the requirements hereof.

Approved August 30, 1939.

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THE RESERVE TO STREET

STEAM RAILROAD FRANCHISES

SPECIAL OBLIGATIONS SOUTHERN PACIFIC CO.

RESOLUTION NO. 3154 January 19, 1864 Book of Franchises, p.242.

TOWNSEND STREET - FROM FOURTH STREET TO ITS WESTERLY TERMINATION

At their own cost and expense keep the street for the whole width (exclusive of sidewalks) in good order, condition and repair during the corporate existence of said company.

ORDER NO 1025

December 12, 1871 Book of Franchises, p.243.

CROSSING FOURTH STREET into KING STREET, along KING STREET to its Intersection with SECOND STREET, crossing SECOND STREET, and connecting with tracks to the wharf, pier and slips of the Central Pacific Railroad Company.

At their own cost and expense keep the said streets for the space of 4 feet on each side of their tracks and between the rails and tracks of said companies during the corporate existence of said e mpany, for the whole length in good order and repair. (This franchise was granted before the Bay Shore Line which was granted in 1904 and is now the main line out of San Francisco). (The major portions of the franchise seems to be different from the present track alinement).

ORDER NO. 1154 June 9, 1874 Book of Franchises, p.248.

KING STREET - FROM POINT BETWEEN THIRD and FOURTH STREETS WESTERLY to INTERSECTION OF KING and SIXTH STPEETS, CROSSING FOURTH, FIFTH and SIXTH STREETS

That said company at its own expense keep the said street for the space of 4 feet on each side of its tracks and between the rails and tracks in good order, condition, and repair, during the pleasure of the Board of Supervisors.

ORDER NO. 1975 April 17, 1888 Book of Franchises, p.251.

FOURTH STREET - CROSSING BETWEEN BERRY and KING STREETS

Single tracks - subject to police and municipal regulations as may be from time to time provided to protect persons and property of travelers and passersby from injury by collision with rolling stock if said company. The cost of complying therewith to be borne

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A CONTRACTOR OF THE CONTRACTOR

My the Southern Pacific Company, not to affect provisions of Resolution No. 3154. No time specified. (Probable time same as Resolution No. 3154, that is corporate existence of the company.)

ORDER NO. 2406 July 14. 1891 Book of Franchises, p.251.

SEVENTH STREET - From TOWNSEND STREET to MARIPOSA STREET

At its own expense, keep said street for the space of 2 feet on each side of its tracks and between the rails and tracks of said company for the whole length aforesaid in good order, condition and repair with such material as the Board of Supervisors may order and require, during operation of its road - single or double track.

ORDER NO. 2933

December 2.1895 Book of Franchises. P. 252.

DIVISION STREET - BETWEEN YORK and SIXTEENTH STREETS and ACROSS SIXTEENTH STREET, HARRISON STREET - NORTH LINE OF SIXTEENTH STREET to MAIN LINE between SIXTEENTH AND SEVENTEENTH STREETS

(Grantee shall at all times strictly comply with the requirements imposed by law upon steam railroads operated across, along or upon streets and highways.

50 years from December 2, 1895 - Expires December 2, 1945.

ORDINANCE NO. 1095 January 7, 1904 Book of Franchises, p. 260.

SOUTHERN PACIFIC CO.

Crossing Paul Avenue bridged over said railroad between Carr and Gould Streets.

Crossing Yosemite Avenue bridged over said railroad between Newhall and Williams Avenue. Closed.

Crossing Williams Avenue bridged over said railroad between Jupiter and westerly line of Diana.

Crossing Oakdale Avenue bridged over said railroad between Phelps and Quint Streets.

Crossing McKinnon Avenue over said avenue by a bridge near intersection with Quint Street with a clear headroom of at least 13.9 feet.

Crossing Quint Street over said street by a bridge between north line of LaSalle Avenue and the north line of Newcomb Avenue with a clear headroom of at least 13.90 feet.

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To years from December 2, 1895 - Exting December 1, 1997

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Crossing LaSelle Avenue over said avenue by a bridge between the east line of Quint Street and Rankin Street with a clear headroom of at least 13.90 feet.

Crossing Kirkwood Avenue over said avenue by a bridge between Quint and Rankin Streets with a clear headroom of at least 13.90 feet.

Crossing Jerrold Avenue over said avenue by a bridge between Quint and Rankin Streets with a clear headroom of at least 14 feet.

Crossing Innes Avenue over said avenue by a bridge between Quint and the west line of Rankin Street with a clear headroom of at least 14 feet.

Crossing of Rankin Street over said avenue by a bridge between Galvez and Jerrold Avenue with a clear headroom of at least 14 feet.

Crossing Hudson Avenue over said avenue by a bridge, between east line of Rankin Street and Selby Street with a clear headroom of at least 14 feet.

Crossing Galvez Avenue over said avenue by a bridge between Rankin and Selby Streets with a clear headroom of at least 14 feet.

Crossing Fairfax Avenue over said avenue with a bridge between Rankin and Selby Street with a clear headroom of at least 14 feet.

Crossing Evans Avenue over said avenue with a bridge between Rankin and Selby Streets with a clear headroom of at least 14 feet.

Crossing Selby Street over said street with a bridge between Custer and the south line of Evans Avenue with a clear headroom of at least 14 feet.

Crossing <u>Davidson Avenue</u> over said avenue by a bridge near its intersection with <u>Selby Street</u> with a clear headroom of at least 14 feet.

Crossing Carroll Avenue over said avenue with a bridge in the limits of the block west of Selby Street with a clear headroom of at least 14 feet.

Crossing Tulare Street over said street by a bridge between the east line of Mississippi Street and the east line of Texas Street with an elevation of the top of rail at least 20.767 feet above city base with a clear headroom of at least 14 feet.

Crossing Mississippi Street over said street by a bridge between a point 30 feet north of Army Street and Tulare Street with a clear headroom on the roadway of the street of at least 13.5 feet.

Crossing Army Street over said street by a bridge between the west line of Pennsylvania Avenue and the west line of Mississippi Street

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Crossing 23d Street under said street bridged over said railroad between Iowa and Pennsylvania Avenue.

Crossing 22d Street under said street bridged over said railroad between Iowa Street and Pennsylvania Avenue.

Crossing Mariposa Street under said street bridge over said railroad between Towa Street and Pennsylvania Avenue.

See photostats of pages 268,269,270,271 and 272 Book of Franchises, for additional requirements, Slopes, Bridge Viaducts, etc.

50 years expires January 7, 1954.

ORDER NO. 1699

December 11, 1905 Book of Franchises,

Joint Use - Southern Pacific Company and Atchison, Topeka and Santa Fe Company. 16th St., 8th St., 15th St., and RHODE ISLAND STREET.

16th Street - 33 feet easterly from Texas Street to 25 feet west of Arkansas Street; thence along 8th Street to 15th Street; thence along 15th Street to Rhode Island Street. Also 16th Street from Arkansas to 100 feet west of Carolina Street. Also certain spur tracks.

Refers to Ordinance 1632 which is at pleasure of the Board of Supervisors.

Refers to Ordinance 1470 - approved May 4, 1905, for 44 years to Santa Fe - Book of Franchises, p. 305.

Expires May 4, 1949.

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SOUTHERN PACIFIC CO.
Main Line

50 years Book of Franchises Page 260

PROVIDING FOR A GRANT TO THE SOUTHERN PACIFIC COMPANY, A RAILROAD CORPORATION, OF A RIGHT OF WAY FOR AND THE RIGHT
TO CONSTRUCT, MAINTAIN AND OPERATE A RAILROAD, TOGETHER
WITH ALL NECESSARY BRANCHES, SIDETRACKS, TURNOUTS,
SWITCHES, CROSSINGS, SPUR TRACKS, YARD TRACKS, DEPOT
TRACKS, AND TERMINAL TRACKS AND FACILITIES, ALONG, OVER
UNDER, ACROSS AND UPON CERTAIN STREETS, AVENUES, ALLEYS,
PLACES AND PROPERTIES IN THE CITY AND COUNTY OF SAN FRANCISCO.

Be it ordained by the People of the City and County of San Francisco as follows:

Section 1. That the right of way be and is hereby granted unto the Southern Pacific Company, a railroad corporation incorporated under the laws of the State of Kentucky and having its principal place of business at the city and county of San Francisco, State of California, its successors and assigns, for the term of fifty years from the date hereof, said corporation having more than fifty miles of railroad actually constructed and in operation, to use the portions of streets, avenues, alleys, places and properties hereinafter named and described, for railroad purposes, as hereinafter set forth, and to that end the said Southern Pacific Company is hereby granted the right to construct, maintain and operate, by means of a steam, electric or other power authorized by law, a single, double, triple or quadruple track railroad, of standard gauge, to wit, of a gauge of four feet eight and one-half inches, upon, along, across, over and under said portions of said streets, avenues, alleys, places and properties upon the route of and traversed by said railroad, and upon, along, over and under the right of way and properties of said Southern Pacific Company from a point on the southerly boundary line of the city and county of San San Francisco at its intersection with Sunnydale avenue (formerly Tobin Street) to a point on the northerly line of Mariposa street, between Iowa street and Pennsylvania avenue; and the right to construct, maintain and operate all necessary sidetracks, turnouts, switches, crossings, spur tracks, yard tracks, depot tracks, and terminal tracks and facilities, upon said right of way, and upon, in and into the terminal grounds, depots, yards and properties of said company, and to connect any or all of said tracks with the main line of railroad of said company. as hereinafter set forth.

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DESCRIPTION OF MAIN LINE OF SAID RAILROAD AND THE ROUTE THEREOF.

The main line of said railroad, the right to construct, maintain and operate which and the right of way for which are hereby granted, enters the city and county of San Francisco on its southerly boundary line where said boundary line is intersected by Sunnydale avenue (formerly Tobin street), and runs thence in a general northerly direction to a point on the northerly line of Mariposa Street between Iowa street and Pennsylvania avenue, crossing the following named streets, avenues, alleys and places in manner following, to wit:

Crossing Sunnydale avenue, between Hart street and Tallac street:

" Hart street, between Visitacion avenue and the southerly boundary line of the city and county of San Francisco:

Visitacion avenue, near its intersection with
Hart street:

- San Bruno avenue, under said avenue, by tunneling, between Brussels street and Campbell avenue;
- Campbell avenue, under said street, by tunneling between Brussels street and San Bruno avenue;
 - Girard street, under said street, by tunneling, between Wilde avenue and San Bruno avenue;
- " San Bruno avenue, under said avenue, by tunneling, near its intersection with Third street;
- "Third street, under said street, by tunneling, between Nelson avenue and San Bruno avenue; Olney avenue, under said avenue, by tunneling,
 - between the east line of Third street and San Bruno avenue;
- Nelson avenue, under said avenue, by tunneling between Third street and Keith street;
- " Meade avenue, under said avenue, by tunneling, near its intersection with Keith;
 - Keith street, under said street, by tunneling, between Key avenue and the South line of Meade avenue;
- Le Conte avenue, under said avenue, by tunneling, near its intersection with Keith street;
- Crossing Key avenue, under said avenue, by tunneling, between Keith street and Lane street;
- Jamestown avenue, under said avenue, by tunneling, near its intersection with Salinas avenue;
- " Salinas avenue, under said avenue, by tunneling, near its intersection with Jamestown avenue;
- Paul avenue, under said avenue bridged over said railroad, between Carr street and Gould street;

The main line of said parlroad, the store to see ' . sintain and operate which and the and one of way for all and कार कार्या है है है के अपने कार के लिए हैं के किया के स्वार्थ है कि कार के किया है कि कार के किया है कि किया क is the crossing the Pollowing diamed stated by the color of the

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Crossing Carroll avenue, between Lane street and Mendell street:

Bancroft avenue, between Lane street and Mendell street;

" Mendell street, between Armstrong avenue and Bancroft avenue:

" Armstrong avenue, between Mendell street and Newhall street:

Yosemite avenue, under said avenue bridged over said railroad, between Newhall street and Williams avenue.

Williams avenue, under said avenue, bridged over said railroad, between Reddy street and the west line of Diana street;

Thornton avenue, under said avenue, by tunneling, between Reddy street and Diana street;

" Underwood avenue, under said avenue, by tunneling, near its intersection with Newhall street;

Newhall street, under said street, by tunneling, between Thomas avenue and Van Dyke avenue;

Thomas avenue, under said avenue, by tunneling, between Newhall street and Phelps street;

" Shafter avenue, under said avenue, by tunneling, between Newhall street and Phelps street.

Revere avenue, under said avenue, by tunneling, between Newhall street and Phelps street;

Quesada avenue, under said avenue, by tunneling, near its intersection with Phelps street;

Phelps street, under said street, by tunneling, between Palou avenue and Revere avenue;

Palou avenue, under said avenue, by tunneling, between Phelps street and Quint street;

" Drummond alley, under said alley, by tunneling, between Phelps street and Dundee street;

" Oakdale avenue, under said avenue, bridged over said railroad, between Phelps street and Quint street;

" Newcomb avenue, between Phelps street and Quint street;

McKinnon avenue, over said avenue, by a bridge, near its intersection with Quint street, with a clear headroom of at least 13.9 feet;

Quint street, over said street, by a bridge between the north line of La Salle avenue and the north line of Newcomb avenue, with a clear headroom of at least 13.9 feet;

" La Salle avenue, over said avenue, by a bridge, between the east line of Quint street and Rankin street, with a clear headroom of at least 13.9

"Kirkwood avenue, over said avenue, by a bridge,

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between Quint street and Rankin street, with a clear headroom of at least 15,9 feet;

Crossing Jerrold avenue, over said avenue, by a bridge, between Quint street and Rankin street, with a clear headroom of at least 14 feet:

Innes avenue, over said avenue, by a bridge, between Quint street and the west line of Rankin street, with a clear headroom of at least 14 feet;

Rankin street, over said street, by a bridge, between Galvez avenue and Jerrold avenue, with a clear headroom of at least 14 feet;

Hudson avenue, over said avenue, by a bridge, between the east line of Rankin street and Selby street, with a clear headroom of at least 14 feet;

Galvez avenue, over said avenue, by a bridge, between Rankin street and Selby street, with a clear headroom of at least 14 feet;

Fairfax avenue, over said avenue, by a bridge, between Rankin street and Selby street, with a clear headroom of at least 14 feet:

Evans avenue, over said avenue, by a bridge, between Rankin street and Selby street, with a clear headroom of at least 14 feet;

Selby street, over said street, by a bridge, between Custer avenue and the south line of Evans avenue, with a clear headroom of at least 14 ft;

Davidson avenue, over said avenue, by a bridge, near its intersection with Selby street, with a clear headroom of at least 14 feet;

Custer avenue, over said avenue, by a bridge, in the limits of the block west of Selby street, with a clear headroom of at least 14 feet;

Islais Creek channel, between the prolongation southerly of the east line of Mississippi street and the east line of Texas street;

" Tulare street, over said street, by a bridge, between the east line of Mississippi street and the east line of Texas street, with an elevation of the top of rail at least 20.767 feet above

city base, and with a clear headroom of at least 14 feet;

Mississippi street, over said street, by a bridge, between a point 30 feet north of Army street and Tulare street, with a clear headroom over the roadway of the street of at least 13.5 feet;

Army street, over said street, by a bridge, between the west line of Pennsylvania avenue and the west line of Mississippi street, with an elevation of the top of rail of at least 19.12 feet above city base, and with a clear headroom of at least 13.8 feet;

Crossing Twenty-fifth street, under said street, by tunneling, between the east line of Pennsylvania avenue and the east line of Mississippi street:

Pennsylvania avenue, under said avenue, by tunneling, between Twenty-third street and Twenty-fifth street:

Twenty-third street, under said street, bridged over said railroad between Towa street and Pennsylvania avenue:

Twenty-second street, under said street, bridged over said railroad, between Iowa Street and Pennsvlvania avenue:

Twentieth street, under said street, by tunneling, between Iowa street and Pennsylvania avenue;

Nineteenth street, under said street, by tunneling, between Towa street and Pennsylvania avenue: Eighteenth street, under said street, by tunneling,

between Iowa street and Pennsylvania avenue; Mariposa street, under said street, bridged over

said railroad, between Iowa street and Pennsylvania avenue:

And crossing all intermediate streets, avenues, allevs and places between said southerly boundary line of said city and county of San Francisco and said northerly line of Mariposa street, not hereinbefore mentioned, or which may be hereafter opened to public use between said southerly boundary line of said city and county and said northerly line of Mariposa street.

DESCRIPTION OF SIDETRACKS, SPUR TRACKS, YARD TRACKS, TERMINAL TRACKS AND CONNECTING TRACKS.

The sidetracks, spur tracks, yard tracks, terminal tracks and connecting tracks, the right to construct, maintain and operate which is hereby granted, are as follows:

No. 1. A single or double track, commencing at a point on, and connecting with, the main line of said Southern Pacific Company, in Potrero Nuevo Block No. 316, between Iowa street, Pennsylvania avenue, Eighteenth street (formerly Solano street) and Mariposa street, and running thence in a northeasterly direction to the Bay of San Francisco near to and southerly from the foot of El Dorado street, crossing Iowa street and Mariposa street, under said streets, bridged over said railroad tracks at their Intersection; thence through the yards and properties of said company, and crossing what were formerly Santa Clara (or Seventeenth) street, Indiana street, Minnesota street and Tennessee street, which streets, between Pennsylvania avenue, Third street, Mariposa street and Sixteenth street, were duly closed and abandoned as public streets by resolution of the Board of Supervisors of the City and County of San Francisco and crossing Sixteenth street Twenty-fifth afract, maker act, cents, be on its between its stat list of analysast was a c the each list of bloomers as a con-

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diagonally, west of the west line of Third street, and crossing Third street between Sixteenth street and El Dorado Street; thence across Potrero Nuevo Block No. 416 to the west line of Illinois street; thence across Illinois street between Sixteenth street and El Dorado street, and thence to the said point near to and southerly from the foot of El Dorado street and to the shore line of the Bay of San Francisco.

No. 2 A single or double track, beginning at a point on and connecting with said road No. 1, last above described, on or near Third street, north of Sixteenth street, and running thence on a curve across Third street and into and diagonally across Potrero Nuevo Block No. 416 to or near to the northeast corner of said block: thence across El Dorado street and along and upon Illinois street and crossing Alameda street and crossing Merrimac street, to a connection with the railroad tracks of the San Francisco and San Joaquin Valley Railway Company upon said Illinois street at or near the intersection of Illinois street and Fourth street; together with the right to operate as a spur track, and to use in common with the San Francisco and San Joaquin Valley Railway Company the railroad track or tracks laid by said last named company on Illinois street, from the north line of Fourth street to the north line of Arthur avenue, under and pursuant to Ordinance No. 260, passed by the Board of Supervisors of the city and county of San Francisco, and approved April 4, 1901, providing for a grant to said San Francisco and San Joaquin Valley Railway Company of a right of way and the right to construct and operate a railroad along and upon Illinois street, from the north line of Fourth street to the north line of Arthur avenue, in the city and county of San Francisco; subject to the terms and conditions of Subdivision 28 of Section 1, Chapter II, Article II, of the Charter of the city and county of San Francisco; and the right to operate as a spur track, and to use in common with the San Francisco and San Joaquin Valley Railway Company the railroad track or tracks laid by said last named company under and pursuant to Ordinance No. 270, passed by the Board of Supervisors of the city and county of San Francisco, and approved April 12, 1901, providing for a grant to said San Francisco and San Joaquin Valley Railway Company of a right of way and the right to construct and operate a railroad from a point on Illinois street, near Marin street; thence southerly on a curve to a point on Third street on the center line of Quint street (formerly Tombigbee street); thence southerly along said center line of Quint street (formerly Tombigbee street) to the southerly line of Arthur avenue; thence southerly along said center line of Quint street (formerly Tombigbee street) to the northerly line of Oakdale avenue, in the city and county of San Francisco; subject to the terms and conditions of Subdivision 28 of Section 1, Chapter II, Article II, of the Charter of the City and County of San Francisco.

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- No. 3. Beginning at points on and connecting with said Road No. 2 heretofore described, on Illinois street, between El Dorado and Alameda streets, a single or double track on Illinois street, and thence running southerly on and along Illinois street to a connection with the railroad tracks of the San Francisco and San Jaquin Valley Railway Company upon said Illinois street near to and southerly from the intersection of Illinois street and El Dorado Street.
- No. 4. Beginning at a point on and connecting with said Road No. 2 heretofore described, said point being situated in Potrero Nuevo Block No. 416, a 'single or double track with divergent spur tracks; thence running northerly and crossing El Dorado street with six or more tracks; thence northerly, crossing Potrero Nuevo Block No. 417, with twelve tracks; thence continuing northerly and crossing Alameda street between Third street and Illinois street with twelve tracks; thence continuing northerly and crossing Potrero Nuevo Block No. 418 with twelve tracks; thence continuing northerly and crossing Merrimac street between Third street and Illinois street with twelve tracks; thence continuing northerly and crossing South Beach Water Lots, Block No. 47, with twelve tracks.
- No. 5. Beginning at a point on and connecting with said Road No. 1 heretofore described, said point being situated southerly from Sixteenth street; thence on a curve in a general easterly direction across Third street at or northerly from Seventeenth street crossing either or both Potrero Nuevo Blocks Nos. 414 and 415, and entering on and partly crossing Illinois street near Seventeenth street, to a connection with the railroad tracks of the San Francisco and San Joaquin Valley Railway Company and upon said Illinois street near Seventeenth street. A single or double track only is to be maintained in the location described in this subdivision.
- No. 6. Beginning at points on and connecting with said Road No. 1 above described, said points of connection being in the yards of said Southern Pacific Company between Third street, Pennsylvenia avenue, Mariposa street and Sixteenth street, and running thence northerly and easterly across Sixteenth street between Sixth street and Third street with not more than six single tracks, into the yards and property of said company, between Third street, Fourth street, Channel street, Sixth street and Sixteenth street, with sidetracks, spur tracks, switches, crossings and connections within said yards, as shown upon the map or plat herein referred to, and such additional sidetracks spur tracks, switches, crossings, branch tracks and connections within the limits of said yards and property last mentioned as said Southern Pacific Company shall deem necessary; said lines and

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said sidetracks, spur tracks, switches and branch tracks crossing and running along and upon what were formerly Minnesota, Tennessee, El Dorado, Alameda, Merrimac, Hubbell, Dagget, Hudson, Fifth, George, Noble, Hooper and Irwin Streets, which streets, between Fourth street, Channel street, Sixth street, Sixteenth street and Third street, and between Third street, Pennsylvania avenue, Mariposa street and Sixteenth street, were heretofore duly closed and abandoned as public streets by resolution of the Board of Supervisors of the city and county of San Francisco.

No. 7. A single or double track beginning at a point on and connecting with the main line of said Southern Pacific Company, in Potrero Nuevo Block No. 316, between Iowa street, Pennsylvania avenue, Eighteenth street and Mariposa street, and running thence on a curve in a general northwesterly direction to a connection with the constructed railroad of said company on Seventh street between Pennsylvania avenue and Mississippi street, crossing Mariposa street, Seventeenth (formerly Santa Clara) street, and Pennsylvania avenue and running along Seventh street from the east line of Pennsylvania avenue to said point of connection.

No. 8. A single or double track beginning at points on and connecting with said Road No. 7 heretofore described, said points being situated on Pennsylvania avenue, near its intersection with Seventh street; thence into the yards and property of the Southern Pacific Company and through said vards and property on a curve to a point on the south line of Sixteenth street, near its intersection with Sixth street, crossing what were formerly Seventeenth (or Santa Clara), Iowa, Indiana and Minnesota streets, which streets, between Pennsylvania avenue, Third street, Mariposa street and Sixteenth street, were heretofore duly closed and abandoned as public streets by resolution of the Board of Supervisors of the city and county of San Francisco; thence crossing Sixteenth street by a double track and running into the yards and property of said Southern Pacific Company, between Third street, Fourth street, Channel street, Sixth street and Sixteenth street, with such sidetracks, spur tracks, switches, crossings, branch tracks and connections within the limits of said yards and properties last mentioned as said Southern Pacific Company shall deem necessary, said lines and tracks crossing and running along what were formerly Minnesota, Tennessee, El Dorado, Alameda, Merrimac, Hubbell, South, Hudson, Fifth, George, Noble, Hooper and Irwin streets, which streets, between Fourth street, Channel street, Sixth street, Sixteenth street and Third street, were heretofore duly closed and abandoned as public streets by resolution of the Board of Supervisors of the city and county of San Francisco.

No. 9. A single or double track beginning on and connecting with the constructed railroad of said company on Seventh street at or near the intersection of Seventh street and Sixteenth street; running thence southeasterly along Seventh street, crossing ing

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Barstow street, Sixteenth street and Mississippi street, into and across Potrero Nuevo Block No. 307½ to the west line of Pennsylvania avenue between Sixteenth street and Seventeenth street; thence with eight or more tracks across Pennsylvania avenue, into and upon the yards and property of the Southern Pacific Company, crossing what were formerly Iowa, Indiana and Minnesota streets, which streets, between Pennsylvania avenue, Third street, Mariposa street and Sixteenth street, were heretofore duly closed as public streets by resolution of the Board of Supervisors of the city and county of San Francisco.

No. 10. A single or double track beginning on and connecting with the constructed railroad of said company on Seventh street at or near the intersection of Seventh street and Mississippi street, and running thence southeasterly along and across Seventh street into and across Potrero Nuevo Block No. 307½ to the west line of Pennsylvania avenue between Sixteenth street and Seventeenth street; thence with six or more tracks across Pennsylvania avenue into and upon the yards and property of the Southern Pacific Company, crossing what were formerly Iowa, Indiana and Minnesota streets, which streets, between Pennsylvania avenue, Third street, Mariposa street and Sixteenth street, were heretofore duly closed and abandoned as public streets by resolution of the Board of Supervisors of the city and county of San Francisco.

No. 11. A single or double track beginning on and connecting with the constructed railroad of said company on Seventh street, between Mississippi street and Pennsylvania avenue, and running thence southeasterly along Seventh street to Pennsylvania avenue between Sixteenth and Seventeenth streets; thence with three or more tracks across said Pennsylvania avenue into and upon the yards and property of the Southern Pacific Company, and with six or more tracks within said yards and property of said company, crossing what were formerly Iowa and Indiana streets, which streets between Sixteenth street and Mariposa street were heretofore duly closed and abandoned as public streets by resolution of the Board of Supervisors of the city and county of San Francisco.

No. 12. A single track beginning upon the property of the said company near the intersection of the west line of Third street and the southeast line of Channel street, and running thence southerly, west of and parallel with the west line of Third street to the northeasterly line of Fourth street; thence continuing southerly and parallel to the westerly line of Third street and crossing Fourth street, and thence continuing southerly and connecting with the tracks of said company heretofore described as Road No. 6.

No. 13. A single or double track beginning at a point on and

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connecting with said track No. 12 heretofore described, upon the property of said company near the intersection of Third street and Fourth street, and running thence in a northwesterly direction upon the property of the said company to near the southeasterly line of Channel street; and any other tracks that shell hereafter be desired by said company to be laid on the property of said company situated between Third street, Fourth street and Channel street, crossing all streets, avenues, alleys and places which are now or which may hereafter be opened between said Third street, said Channel street and said Fourth street.

No. 14. A single or double track beginning at a point or points on and connecting with the said main line of said Southern Pacific Company at or near where said main line crosses Oakdale avenue, between Phelps street and Quint street, and thence running northerly and northeasterly and crossing O'Neill and Haley Tract Block No. 292, and crossing Newcomb avenue between Phelps street and Quint street, and crossing O'Neill and Haley Tract Block No. 264 to the easterly line of Quint street, between Mc Kinnon avenue and Newcomb avenue, and thence upon and along Quint street to the intersection of Quint street and Mc Kinnon avenue, to a connection with the railroad tracks of the San Francisco and San Joaquin Valley Railway Company, on Quint street. It is provided, however, that no switch-stands, throw-rails or frogs shall be constructed, maintained or operated on the roadway of Sixteenth street.

The railroad tracks numbers 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, hereby authorized to be constructed, maintained and operated by said Southern Pacific Company are shown upon map or plat No. R. 210 "C," filed in the office of the Clerk of the Board of Supervisors of the city and county of San Francisco, State of California, to which said map or plat reference is hereby made.

And the said Southern Pacific Company is hereby granted the right to construct, maintain and operate such additional sidetracks, spur tracks, switches, crossings and connections in its said yards and on its said properties between Third street, Fourth street, Channel street, Sixth street and Sixteenth street, and between Third street, Sixteenth street, Pennsylvania avenue and Mariposa street, as said company may deem necessary, and is hereby granted a right of way over, along, across and under any and all streets, avenues, lanes, alleys and places which may be hereafter opened through or within or into said yards or properties.

Sec. 2. Viaducts or bridges are to be constructed over the track system covered by this franchise at points where the tracks cross streets at official grade as follows:

(a) On and along the easterly side of Third street over the

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tracks crossing Third street north of Seventeenth street. The northerly approach to this bridge to be at least 400 feet long. at a gradient nowhere in excess of 5 per cent, having its northerly end far enough to the northward of El Dorado street to cross El Dorado street with a clear headroom of 12 feet. The southerly approach to be at least 400 feet long and to terminate at or southward of Seventeenth street. The clear headroom at Seventeenth street, if it be necessary to cross this street, is to be at least 12 feet. The elevation of the bridge floor at Sixteenth street must not exceed 21.5 feet, and the elevation of the under chord of the bridge must not be less than 18.5 feet above official street grade at that point. The width of the bridge roadway is to be at least 36 feet, and the width of the sidewalk along the easterly edge thereof 10 feet. The westerly edge of the bridge and its approaches is to conform to the easterly curb line of Third. " street.

- (b) On and along the northerly side of Sixteenth street, over the track system crossing Sixteenth street, between Sixth street and Third street. This bridge is to be connected with the street bridge. It is to have an approach from the west at least 400 feet long, and an approach from the northwest located along the northeasterly edge of Sixth street, also at least 400 feet long; neither of these approaches to be steeper than 5½ percent. There is to be a third approach to this bridge beginning at some point on the westerly line of Illinois street northerly from Sixteenth street, thence southerly west of and along Illinois street to Sixteenth street, thence westerly along the northerly line of Sixteenth street to a connection with the Third street bridge. This approach at the turn from Illinois into Sixteenth street to leave clear headroom for the Sixteenth street sidewalk of at least eight feet, and to be constructed at the least gradients feasible, but nowhere exceeding 9 per cent, with a northerly termination of this approach near to and southerly from Road No.1 heretofore described. The roadway of the bridge is to be not more than 21.5 feet, and the elevation of the under chord of the bridge must not be less than 18.5 feet above the official street grade. The location of the bridge on Sixteenth street, and of its approaches from the west, are to be such that the outer edge. of the bridge will conform to the official curb line. The width of the bridge and of the two approaches to its westerly end is to be such as to afford a 36-foot roadway and a 10-foot sidewalk. The roadway of the easterly approach from Illinois street must have a roadway at least 24 feet wide and a sidewalk at least 8 feet wide. The roadway in all cases to be located on the street. sides of the structures.
- (c) Additional bridges or viaducts over tracks crossing streets at official grade are to be constructed by the Southern Pacific Company, upon the order of the Board of Supervisors,

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over any track now constructed or hereafter to be constructed across Fourth street south of Channel street, or across Sixteenth street at or near Seventh street; the arrangement of any bridge or viaduct required upon or along these streets to be such that no part of the roadway thereof will be thereby obstructed, and that approaches to these viaducts or bridges be on gradients not steeper than $5\frac{1}{2}$ per cent.

At any time after ten years there shall be constructed, upon order of the Board of Supervisors a bridge or viaduct over the tracks constructed under this franchise, either along Visitacion avenue or along Sunnydale avenue near Hart street, so arranged that at least one-half of the roadway of the street remains unobstructed.

Piers and columns for the support of bridges or viaducts and their approaches over tracks which are at the elevation of the street surface will be allowed along center lines and along the curb lines of streets, except that no bridge supports are to be placed along the center line of Third street nor along the center line of Sixteenth street.

The bridges and viaducts herein referred to are to be constructed and maintained by the Southern Pacific Company. They shall be of masonry, brickwork or concrete, or shall have a superstructure of iron or steel supported by masonry, brickwork, or concrete abutments, piers or by columns of iron, steel or other suitable material. Railroad bridges are to be so constructed as to prevent oil drippings, cinders and other waste from dropping to the street underneath.

For the support of the bridges over Mississippi street and over Quint, Rankin and Selby streets, which are oblique and consequently of more than ordinary length, columns or piers on center lines of streets and on curb lines will be allowed.

For the support of all other railroad bridges over streets, no supports within street lines will be allowed, except columns or piers along curb lines of streets, and piers or columns in center of streets where specially approved by the Board of Public Works.

Bridges carrying railroad tracks over streets shall be built during the construction of the railroad over Army street, and over Quint street and over Mc Kinnon avenue.

The construction of the railroad on piled trestle shall be allowed from the southerly line of Army street to the westerly line of Quint street, and this piled trestle shall be replaced by bridges carrying the railroad tracks over streets when hereafter needed and when ordered by the Board of Supervisors to be built,

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and this piled trestle across Islais creek shall be replaced by a drawbridge to be built, maintained and operated by the time said Islais Creek shall be made navigable by craft requiring a drawbridge for suitable passage thereof.

The base width of columns and piers for bridge support along the center lines of streets shall not exceed five feet, and the base width of columns or piers on curb lines shall not exceed two feet.

The faces of columns or piers at the curb lines are to be at least six inches and not more than one foot back of the official curb lines.

Abutments for all bridges are to be constructed of stone, or brick masonry, or of concrete.

The least clearance or headroom for the roadway of streets passing under railroad bridges is to be 13.5 feet, with the use of a railroad bridge measuring vertically from top of rail to bottom of iron work not to exceed two and four-tenths (2.4) feet, and such railroad bridge is to be used in all cases where its use will give a least clearance less than 13.8 feet. Where vertical distance from street grade to top of rail of railroad admits of the railroad bridge measuring vertically more than 2.4 feet from top of rail to bottom of iron work, and leaving at least 13.8 feet clear between street and bottom of iron work of the railroad railroad provided, however, that at all sub-grade crossings of railroads for which franchises may exist or be hereafter granted, the depth from top of rail to the lowest part of the superstructure shall not exceed 2.4 feet where an increase in said depth will reduce the clear headroom to less than twenty feet.

Where said railroad shall be constructed under streets bridged over said railroad, such bridges shall have the same roadway width as the width of the roadway of the several streets on which said bridges are built and shall have sidewalks on each side at least eight feet in width.

Bridges carrying streets over said railroad tracks shall be built during the construction of said railroad on Mariposa street and on Twenty-second street, and on Twenty-third street, and on Oaktale avenue and on Williams avenue and on Paul avenue, and the bridge required for Yosemite avenue over said railroad tracks shall be built when ordered by the Board of Supervisors.

The roadway of each bridge or viaduct over a railroad track is to be paved with wooden blocks, with paving blocks or bricks with bituminous rock, asphalt or with some other equally suitable material.

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Where the railroad track or tracks of said Southern Pacific Company hereby authorized to be constructed, is or are laid along any public street upon the surface thereof, the said company shall pave and keep in repair such street from curb to curb, in such manner and with such material as may from time to time be prescribed by the Supervisors; and where any such track crosses any public street upon the surface thereof, the said company shall pave and keep in repair the roadway of the street, including curbs, for fifty feet upon each side of the center line of such track, and in case of oblique crossings the roadway of the street including curbs, between lines drawn at right angles to the direction of the street at points fifty feet beyond the intersection of the curb lines by the center line of the track, in such manner and with such material as may from time to time be prescribed by the Supervisors.

Sec. 3. Tunnel for double track or an additional tunnel or tunnels for an additional double track or additional double tracks, shall be suitably lined, wherever required by the nature of the ground through which such tunnel or tunnels are constructed, with a suitable thickness of stone or brick or concrete masonry or by combinations of said kinds of masonry.

Sec. 4. If the Southern Pacific Company shall, within one year from and after the passage of this ordinance, acquire a tract of land sixty feet wide along and adjoining the westerly side of the right of way of said railroad, and a tract of land sixty feet wide along and adjoining the easterly side of the right of way of said railroad, and extending from the southerly line of Yosemite avenue, to the northerly line of Paul avenue, and shall within said time offer to dedicate the same to the city and county of San Francisco for street purposes, subject to the condition that the municipal authorities of said city and county shall not establish or construct or cause to be constructed and shall not order the said company to construct and maintain or construct or maintain any grade crossing for any street or avenue over the said railroad between the said southerly line of Yosemite avenue and the said northerly line of Paul avenue, except at the crossing of Carroll avenue and said railroad, the said city and county of San Francisco will accept such dedication upon the conditions aforesaid, and, in the event of any breach of said condition such dedication shall ipso facto be and become null and void, and the right to the exclusive possession and use of the tracts of land first above described shall then and there vest in the said company, its successors or assigns, free and clear of any claim whatsoever of the city and county of San Francisco, or of the public, of the right to use the same for street purposes.

Sec. 5. The slopes of the cuttings of said railroad shall be allowed to extend into Diane street between Thornton avenue and Williams avenue, and into Gould street between Paul avenue and Salinas avenue not to exceed forty feet, and the said company

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shall correspondingly widen said Diana street and said Gould street by the dedication to the city and county of San Francisco of a tract of land forty feet wide, along and adjoining and westerly from Diana street, between Thornton avenue and Williams avenue and a tract of land forty feet wide along and adjoining and westerly from Gould street, between Paul avenue and Salinas avenue.

The Southern Pacific Company shall pay the cost involved in making all grade changes necessary for the proper construction of the railroad tracks of said railroad company, including reconstruction of street inprovements at new elevation and including damages to private property resulting from grade changes, determined by the Board of Public Works as prescribed by law or upon appeal to the courts. The said company shall also pay for special structures and devices required for the sewers already constructed, and for other sewers hereafter constructed, and all additional cost of sewers made encessary on account of streets carried on bridges over said railroad tracks.

Sec. 6. The said company shall, at any time when required by resolution of the Board of Supervisors, station flagmen and erect and maintain gates at such street crossings as may be designated by said Board of Supervisors, and said company shall not allow any car or locomotive to stand upon any street on or over which a franchise is granted by the provisions of this ordinance, at any time, day or night, and that no freight shall be received or discharged from any car while upon said streets, it being the express understanding that this franchise is granted for the purpose of moving cars along and across said streets to reach certain points, and the right to use the streets or any portion thereof for yard purposes is absolutely prohibited.

Sec. 7. The rights hereby granted are upon the express conditions prescribed in and by the Charter of the city and county of San Francisco, and especially in and by Subdivision 28 of Section 1, Chapter II, Article II, thereof.

The character and general arrangement of all structures herein referred to, the materials of which they are to be built and all work of whatsoever kind upon the streets shall be subject to approval of the Board of Public Works, and the nature and character of tracks to be used, shall be prescribed by said Board of Fublic Works.

Sec. 8. Said Southern Pacific Company must commence the construction of the main line of its said railroad hereinbefore authorized and firstly hereinbefore described, within one year from the passage of this ordinance, and fully complete the same within five years from the date of such passage; but the construction of a single track upon, over, under or across the said streets or

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Sec. 5. The said company chair, an any sec the resty he seedstann of the benefit for any sections, seedstant of the benefit seeds as a section of the sectio

389. 7. The rights hereby conted to spen of Armer to be presented in a day the fact to the figure and the Personal Content of the Armer of the fact to the fact of the Armer of Armer of the fact of t

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portions of streets upon the route thereof hereinbefore described shall be deemed to be a sufficient compliance with this requirement. In case of failure or neglect on the part of said company to commence and complete said work within the time herein specified, all rights and privileges hereby granted, and this franchise shall cease and determine as to such portion of the said main line of said railroad as may then remain uncompleted.

Sec. 9. The rights herein granted to the Southern Pacific Company are granted on the further condition that said Southern Pacific Company will bid for the lease of the following described lands, whenever the said lands are offered for lease by the city and county of San Francisco, to wit:

LOT KNOWN AS PRODUCE EXCHANGE LOT.

Commencing at the southeast corner of Alameda and Minnesota streets, thence east on Alameda street 200 feet, south on Tennessee street 400 feet west on El Dorado street 200 feet, north on Minnesota street 400 feet, to the place of beginning.

LOTS KNOWN AS MARKET PLACES.

Commencing at the east corner of Channel and Fifth streets, thence northeast on Channel street 382 6-12 feet, southeast on Hudson street 240 feet, southwest on Hooper street 382 6-12 feet, northwest on Fifth street 240 feet to the place of beginning; also,

Commencing at the east corner of Hooper and Fifth streets, thence northeast on Hooper street 382 6-12 feet, southeast on Hudson street 240 feet, southeast on Irwin street 382 6-12 feet, northwest on Fifth street 240 feet to the place of beginning.

The rentals for the said lands are not to be less than the following amounts:

At least \$600 per month for the first five years, and thereafter an amount equal to 3 per cent per annum on the value of these properties, said valuation in case of disagreement to be determined by arbitration, the city to select one arbitrator, the company another and these two to select a third. The valuation so fixed to be final; provided, however, the rentals after the expiration of the first five years shall at no time be less than \$750 per month.

The rights herein granted to the Southern Pacific Company are granted on the further condition of the contribution by the said railroad company of such sum of money as may be necessary for the construction of a bridge across Channel street, from Third street to Third street (formerly Kentucky street), in excess of \$70,000, the sum thus to be contributed not to exceed \$55,000, and also

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that said company shall dedicate or convey to the city and county for street purposes a strip of land twenty (20) feet in width adjacent to and widening Fourth and Third streets, cut from such property as said railroad company owns along the northeasterly line of Fourth street, southerly from Channel street and along the easterly line of Third Street, and that said company shall dedicate or convey to the city and county a strip of land ten (10) feet in width along the northerly line of Sixteenth street, between Seventh street and the water front, for the purpose of widening said Sixteenth street.

Sec. 10. This ordinance shall take effect and be in force from and after its passage.

Ordinance No. 1095 amended by

Ordinance No. 1282 - Aug. 19, 1904 - Visitacion Valley Yards.

Ordinance No. 188 N.S.-March 12, 1907 - Bay Shore Line around Oakdale Avenue.

Ordinance No. 2398 Aug. 12, 1913 - Illinois St. at Islais Creek.

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Ordinance No. 1282.

August 19, 1904.

Southern Pacific Company

Book of Franchises, p.273

Tracks

Providing for a grant to the Southern Pacific Company of the right to construct, maintain and operate certain sidetracks, spur tracks, yard tracks, terminal and connecting tracks in connection with the line of railroad authorized by Ordinance No. 1095, approved January 7, 1904.

Be it ordained by the People of the City and County of San Francisco as follows:

Section 1. The right is hereby granted unto the Southern Pacific Company, a railroad corporation, incorporated under the laws of the State of Kentucky, its successors and assigns, to construct, maintain and operate, by means of steam, electric or other power authorized by law, and in connection with the line of railraod authorized by Ordinance No. 1095 of the City and County of San Francisco, approved January 7, 1904, and for the unexpired term of the franchise thereby granted and subject to all of the terms, conditions, limitations and regulations in said ordinance provided, the following described sidetracks, spur tracks, yard tracks, terminal and connecting tracks, for the purpose of a freight receiving classification and dispatching yard, viz:

- 1. A single, double or quadruple track commencing at a point or points in the right of way of the railroad of the Southern Pacific Company, authorized by Ordinance No. 1095, approved January 7,1904, about eleven hundred and twenty feet north of Visitacion Avenue, and running thence in a southerly direction, on and across said right of way into and across the yards and property of the Southern Pacific Company, crossing Visitacion Avenue, between Hart Street and Hoffman Street, to the south boundary line of the City and County of San Francisco, between Exatt Street and Hoffman Street.
- 2. Beginning at points on, and connecting with, above first described track, upon the right of way aforesaid of the Southern Pacific Company, north of Visitacion Avenue, and running thence in a southerly direction, upon said right of way into and across said yards and property of the Southern Pacific Company, crossing said Visitacion Avenue between Hart Street and Hoffman Street with five or more tracks, and Evatt Street between Visitacion Avenue and Sunnydale Avenue, with line tracks, to the south boundary line of the City and County of San Francisco.
- 3. Beginning at points on, and connecting with, above first described track, upon the right of way aforesaid, north of Visitacion Avenue, and running thence in a southerly direction upon said right of way, into and across aforesaid yards and property of the Southern Pacific Company, crossing Visitacion. Avenue between Hart Street and

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Ordinance No.1282 (cont'd)

Hiffmen Street, with five or more tracks; Evatt Street, between Visitation avenue and Sunnydale Avenue, with four tracks; Hart Street, between Visitation Avenue and Sunnydale Avenue, with not more than nine tracks, and Sunnydale Avenue, between Sar Bruno Wood and Evatt Street, with not more than twenty-seven tracks, to the south boundary line of the City and County of San Francisco.

Tagether with sidetracks, spur tracks, switches, crossings and connections within said yards, as shown upon a certain map or plat No. 5998A, filed in the office of the Clerk of the Board of Supervisors of the City and County of San Francisco, State of California, to which said map or plat reference is hereby made for further particulars, and such additional sidetracks, spur tracks, switches, canssings, branch tracks and connections within the limits of said right of way, yards and property as said Southern Pacific Company may deem necessary.

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Book of Franchises, p. 275

SOUTHERN PACIFIC COMPANY

Tracks.

Providing for a grant to the Southern Pacific Company of the right to construct, maintain and operate a certain connecting track in connection with the main line of railroad authorized by Ordinance No. 1095 (Approved January 7, 1904).

Be it ordained by the People of the City and County of San Francisco as follows:

Section 1. The right is hereby granted the Southern Pacific Company, a railroad corporation, created and existing by and under laws of the State of Kentucky, its successors and assigns, to construct, maintain and operate, in connection with the main line of railroad authorized by Ordinance No. 1095 of the City and County of San Francisco (approved January 7, 1904), and for the unexpired term of the franchise hereby granted, and subject to all of the terms, conditions, limitations and regulations in said ordinance provided, the following described connecting track, to wit:

A single or double track beginning at a point or points on and connecting with the main line of the Southern Pacific Company as described in Ordinance No. 1095, at or near where said main line crosses Fifteenth Avenue South, between P Street and Q Street South, and thence running northerly and northeasterly and crossing Fifteenth Avenue South between P Street South and Q Street South, and crossing O'Neill and Haley Tract Block No. 292, and crossing Fourteenth Avenue South between P Street South and Q Street South, and crossing O'Neill and Haley Tract Block No. 264, and crossing Thirteenth Avenue South between P Street South and Q Street South, and crossing O'Neill and Haley Tract Block No. 251, and crossing Twelfth Avenue South between P Street South and Q Street South to the easterly line of Q Street South, and thence upon and along Q Street South to a connection with the railroad tracks of the San Francisco and San Joaquin Valley Railway Company on Q Street South.

Section 2. This grant is made upon condition that the grantee shall within thirty days from and after the passage hereof file with the Clerk of the Board of Supervisors of the City and County of San Francisco its acceptance in writing of the rights and privileges hereby granted, together with an abandonment of the right to construct and maintain that certain track described in paragraph No.14 of the Description of Sidetracks, Spur Tracks, Yard Tracks, Terminal Tracks and Counceting Tracks, in Section 1 of Ordinance No. 1095, of the City and County of San Francisco, approved January 7, 1904.

Section 3. This ordinance shall take effect and be in force from and after its passage.

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SOUTHERN PACIFIC COMPANY

Railroad.

An ordinance to amend Ordinance No.1095 of the City and County of San Francisco, approved January 7, 1904, and entitled "Providing for a grant to the Southern Pacific Company, a railroad corporation, of a right of way for and the right to construct, maintain and operate a railroad, together with all necessary branches, idetracks, turnouts, switches, crossings, spur tracks, yard tracks, depot tracks and terminal tracks and facilities, along, over, under, across and upon certain streets, avenues, alleys, places and properties in the City and County of San Francisco," and more particularly description No. 2 of "Sidetracks, spur tracks, yard tracks, terminal tracks and connecting tracks," which description is set forth in Section 1 of said Ordinance.

Be it Ordained by the People of the City and County of San Francisco as follows:

Section 1. That Description No. 2 of "Sidetracks, spur tracks, yard tracks, terminal tracks and connecting tracks," contained in Section 1 of Ordinance No. 1095 of the city and County of San Francisco, approved January 7, 1904, the title whereof is contained in the title to this Ordinance, be and the same is hereby amended to read as follows:

No. 2. A single or double track, beginning at a point on and connecting with said road No. 1, last above described on or near Kentucky Street, north of Sixteenth Street, and running thence on a curve across Kentucky Street and into and diagonally across Potrero Nuevo Block No. 416 to or near to the northeast corner of said block; thence across El Dorado Street and along and upon Illinois Street and crossing Alameda Street and crossing Merrimac Street, to a connection with the railroad tracks of the San Francisco and San Joaquin Valley Railway Company upon said Illinois Street at or near the intersection of Illinois Street and Fourth Street; together with the right to operate as a spur track, and to use in common with the San Francisco and San Joaquin Valley Railway Company the railroad track or tracks laid by said last named company on Illinois Street, from the north line of Fourth Street to the north line of Arthur Avenue (formerly First Avenue South), under and pursuant to Ordinance No. 260, passed by the Board of Supervisors of the City and County of Fan Francisco, and approved April 4, 1901, providing for a grant to said San Francisco and San Joaquin Valley Railway Company of a right of way and the right to construct and operate a railroad along and upon Illinois Street, from the north line of Fourth Street to the north line of Arthur Avenue (formerly First Avenue South), in the City and County of San Francisco; subject to the terms and conditions of Subdivision 28 of Section 1, Chapter II, Article II, of the Charter of the City and County of San Francisco; and the right to

FOR STREET COMPANY

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operate as a spur track, and to use in common with the San Francisco and San Joaquin Valley Railway Company the railroad track or tracks laid by said last named company under and pursuant to Ordinance No. 270 passed by the Board of Supervisors of the City and County of San Francisco, and approved April 12, 1901, providing for a grant to said San Francisco and San Joaquin Valley Railway Company of a right of way and the right to construct and operate a railroad from a point in the City and County of San Francisco, said point being formed by the intersection of the center line of Quint Street (formerly Q Street South) with the northerly line of Oakdale Avenue (formerly known as Fifteenth Avenue South); thence northerly along said center line of Quint Street (formerly Q Street South) to a point, said point, being ninety and five hundredths (90.05) feet southerly from the southerly line of Arthur Avenue (formerly First Avenue South) and thirty-two (32) feet westerly at right angles from the easterly line of Quint street (formerly Q Street South); being on said center line of Quint Street (formerly Q Street South):

Running thence northeasterly on a curve concave to the east, having a radius of two hundred forty-two and fifteen hundredths (242.15) feet, a distance of ninety-one and sixty-one hundredths (91.61) feet to the southerly line of Arthur Avenue (formerly First Avenue South);

Continuing thence on the same curve, a distance of twenty-four and ninety-six hundredths (24.96) feet to a point in Arthur Avenue (formerly First Avenue South), said point being twenty-two and eighty-two hundredths (22.82) feet northerly from the southerly line of Arthur Avenue (formerly First Avenue South,) and four and fifty-eight hundredths (4.58) feet westerly from the northerly production of the easterly line of Quint Street (formerly Q Street South);

Thence northeasterly on a tangent to said curve, a distance of one hundred and ten and twenty-two hundredths (110.22) feet;

Thence on a curve concave to the left, having a radius of two hundred and twenty-nine and fifteen hundredths (229.15) feet, a distance of thirty (30)feet, more or less to a point in the northerly line of Arthur Avenue (formerly First Avenue South); said point being minsty-seven (97) feet, more or less westerly, measured along the northerly line of Arthur Avenue (formerly First Avenue South), from the westerly line of Kentucky Street;

Continuing thence on the same curve concave to the left, across private property to a point in the westerly line of Kentucky Street, said point being twenty-one and thirty-five hundredths (21.35) feet southerly, measured along said westerly line of Kentucky Street from the southerly line of Islais Street;

Continuing thence on the same curve concave to the left, a distance of one hundred and thirty-six and thirty-eight hundredths (136.38) feet to a point in the center line of Kentucky Street, said

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Ordinance No. 2398 (Continued)

Page Three

point being forty-two (42) feet northerly, measured along said center line from the northerly line of Islais Street;

Thence northerly along the center line of Kentucky Street, a distance of one hundred and ninety-one (191) feet to its intersection with the center line of Tulare Street.

Thence on a curve concave to the right, having a radius of two hundred and forty-two and fifteen hundredths (242.15) feet, a distance of one hundred and forty and fourteen hundredths (140.14) feet to a point in the easterly line of Kentucky Street, said point being one hundred and thirty hundredths (100.30) feet northerly measured along said easterly line of Kentucky Street from the northerly line of Tulare Street;

Continuing thence across private property on curves and tangent as shown to a point in the westerly line of Illinois Street, said point being sixty-five and eighteen hundredths (65.18) feet southerly, measured along said westerly line of Illinois Street from the Southerly line of Marin Street:

Continuing thence on the same curve concave to the left, a distance of one hundred seventy-four and thirty-four hundredths (174.34) feet to a point in the center line of Illinois Street, said point being thirty-seven and forty-six hundredths (37.46) feet northerly, measured along said center line of Illinois Street from the northerly line of Marin Street;

Thence northerly along said center line of Illinois Street, one hundred and five and four hundredths (105.04) feet to a point on said center line.

Section 2. This Ordinance shall take effect sixty days after date of approval.

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Book of Franchises, Page 248

SOUTHERN PACIFIC RAILROAD COMPANY AND THE CENTRAL PACIFIC RAILROAD COMPANY

Tracks.

The People of the City and County of San Francisco do ordain as follows:

Section 1. That the right is hereby granted to the Southern Pacific Railroad Company and the Central Pacific Railroad Company (successors to the Western Pacific Railroad Company), corporations duly authorized under the laws of the State of California, to use, during the pleasure of this Board, part of King Street, as hereinafter described, and to that end the said companies are hereby granted the right to lay down and construct double or single tracks, from a point in King Street, between Third and Fourth Street; thence westerly to the intersection of King and Sixth Streets, crossing Fourth, Fifth and Sixth Streets; and to that end the said companies are hereby granted the right to lay down and construct their said roads, with a double or single track, at their option, and with proper and necessary turnouts and switches on, over and along the said street aforesaid, and during the said term to run and use their said cars, propelled by steam on, over and along the street aforesaid, for the whole length thereof, between the points aforesaid, using such iron and such materials in the construction of such road as to said Companies may seem fit, complying, however, with the provisions of the statute of this state in relation thereto; provided, however, the said Companies enjoying all the rights herein granted, shall not obstruct or hinder the free use of said street, as a public street or highway, beyond the use thereof, by running their cars, propelled by steam on, over and along the same as aforesaid.

And this grant is upon the following conditions: That the said Companies shall lay their tracks in conformity with the city grade, and that the said Companies shall thereafter, sollong as they may continue to occupy said street, at their own cost and expense, keep the said street, for the space of four feet on each side of their tracks, and between the rails and tracks of the said Companies, for the whole length aforesaid in good order, condition and repair.

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Book of Franchises, Page 251

SOUTHERN PACIFIC RAILROAD COMPANY

Tracks.

The People of the City and County of San Francisco do ordain as follows:

Section 1. The right is hereby granted to the Southern Pacific Railracd Company, its successors and assigns to construct, lay down and maintain during the operation of its road from and after the date of the passage of this order a single or double standard gauge track for a steam railroad and run cars thereon along and upon the following-named streets in the city and county of San Francisco, to wit:

Beginning on Townsend Street at a point three hundred feet distant northeasterly from the northeasterly line of Seventh Street; thence on a curve southerly and southwesterly through private property and into Seventh Street; thence along Seventh Street to its intersection with Senta Clara Street; thence along Santa Clara Street to its intersection with Kentucky Street; thence curving to the right to an intersection with the existing track of said rail-road company at or near the northerly line of Mariposa Street, near the intersection of said northerly line with the westerly line of Illinois Street.

And this grant is upon the following enditions: That the said company shall lay their tracks in conformity with the city grade and that the said company shall therefore, so long as it may continue to occupy said streets at its own cost and expense, keep the said streets, for the space of two feet on each side of its tracks and between the rails and tracks of said company, for the whole length aforesaid, in good order, condition and repair, with such material as the Board of Supervisors may order and require.

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Section 1. The right is homeby yront a to the blood Railracod Company, its auccesture and essent is a to the total methods in open tion of its that a section of the passes of this order a shape of the passes of this order a shape of the course track for a steam railroad and run ous as order to the following-num a structs in the city and course of behave to, to wit:

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December 2, 1895.

Order No. 2933

Book of Franchises, Page 252.

SOUTHERN PACIFIC RAILROAD COMPANY, ITS SUCCESSORS AND ASSIGNS

Tracks.

Whereas, The right, privilege and franchise heretofore applied for by the Southern Pacific Railroad Company, and hereinafter set forth and described, has been submitted to public competition by the publication thereof in the San Francisco Daily Report, a daily newspaper of general circulation, printed and published in the city and county of San Francisco for ten successive days from and after the publication of the notice submitting the same; and whereas, twenty days have elapsed from and after the last day of publication of the said notice; and whereas the Southern Pacific Railroad Company, a corporation, has filed a bid or offer with this Board in the sum of ten (\$10) dollars, for the right, privilege and franchise hereinafter set forth and described, the said Southern Pacific Railroad Company being the best and highest bidder therefor, which bid has been accepted; now, therefore,

The People of the City and County of San Francisco do ordain as follows:

Section 1. The right is hereby granted to the Southern Pacific Railroad Company, its successors and assigns, for fifty years from and after the passage hereof, to lay down, maintain and operate a single or double track street railroad, with all necessary switches and turnouts, across, along and upon the following named streets in the city and county of San Francisco, to-wit:

From a point on the main line of the Southern Pacific Railroad at the intersection of York and Division streets; thence along said Division Street to Sixteenth Street; thence across Sixteenth Street and along Harrison Street to an intersection with the main line of the Southern Pacific Railroad at a point between Sixteenth and Seventeenth Streets.

Section 2. This grant is made upon condition that the said grantee, its successors and assigns shall at all times strictly comply with the requirements imposed by law upon steam railroads operated across, along or upon streets and highways.

Section 5. This order shall take effect from and after the date of its passage and the Clerk is hereby directed to advertise this order as required by law.

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Section 3. This areas should have onto a free super 1 to passay, and the simple have by directly described by law.

Book of Franchises, Page 257

SOUTHERN PACIFIC COMPANY AND ATCHISON, TOPEKA AND SANTA FE

Tracks.

Granting to the Southern Pacific Company, a railroad corporation, the right to use, in common with the Atchison, Topeka and Santa Fe Railway Company, certain railroad tracks on Sixteenth, Eighth, Fifteenth and Rhode Island Streets, in the City and County of San Francisco, which said Atchison, Topeka and Santa Fe Railway Company has, by Ordinance No. 1470 and Ordinance No. 1632 of the City and County of San Francisco, been authorized to construct, maintain and operate certain spur tracks on Seventh Street and on Sixteenth Street, and to connect the same with the tracks of said atchison, Topeka and Santa Fe Railway Company on Sixteenth Street.

Be it ordained by the People of the City and County of San Francisco, as follows:

Section 1. The Southern Pacific Company, a railroad corporation, is hereby granted the right to use, in common with the Atchison, Topeka and Santa Fe Railway Company, those certain railroad by said Atchison, Topeka and Santa Fe Railway Company pursuant to authorization granted by Ordinance No. 1470 of the City and County of San Francisco, as follows:

Commencing at a point in the center of Sixteenth Street (formerly Center Street) about thirty-three (33) feet easterly from the easterly line of Texas Street, and running thence along said center line of Sixteenth Street (formerly Center Street) to a point twenty-five (25) feet more or less, west of the west line of Arkansas Street; thence along Eighth Street on a twenty-four (24) degree curve to the right three hundred and twenty (320) feet, more or less to point of reversion; thence on a fourteen (14) degree curve to the left three hundred and sixty (360) feet more or less, to point of compounding; thence on a sixteen (16) degree curve to the left one hundred and fifty (150) feet, more or less, to point tangent, said point being in the center of Fifteenth Street, eighty-five (85) feet, more or less, west of the west line of Carolina Street; thence westerly along the center line of Fifteenth Street to the east line of Rhode Island Street.

Also commencing at a point in the center line of Sixteenth Street, twenty-five (25) feet, more or less, westerly from the west line of Arkansas Street; thence westerly along the center line of Sixteenth Street to a point between Carolina and DeHaro Streets, said point being about one hundred (100) feet easterly from the easterly line of De Haro Street.

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Section 2. The Southern Pacific Company is further granted permissin to use, in common with the Atchison, Topeka and Santa Fe Railway Company, the following described part of that certain spur track which said Atchison, Topeka and Santa Fe Railway Company was authorized to construct, maintain and operate during the pleasure of the Beard of Supervisors by Ordinance No. 1632 of the City and County of San Francisco, to-wit:

Commencing at a point in the existing franchise track of the Atchison, Topeka and Santa Fe Railway Company about two hundred (200) feet easterly from the east line of De Haro Street; thence curving westerly and northerly along Sixteenth Street and along Rhode Island Street to a point about three hundred and fifty (350) feet, more or less, southerly from the north line of Fifteenth Street; thence along Rhode Island Street parallel to the easterly line of Block 136, New Potrero, and across Fifteenth Street to an intersection with the northerly line of Fifteenth Street.

Section 3. Said Southern Pacific Company is also granted the right, during the pleasure of the Board of Supervisors, to construct, maintain and operate spur tracks, as follows:

Spur track No. 1 - Commencing at a point in the center line of the spur track of the Atchison, Topeka and Santa Fe Railway Company, constructed or to be constructed pursuant to permission granted by said Ordinance No. 1632, said point being situated on Rhode Island Street about three hundred and fifty (350) feet, more or less, southerly from the north line of Fifteenth Street and running thence southerly along said Rhode Island Street to the northerly line of Mariposa Street.

Spur Track No. 2 - Commencing at a point on the constructed line of reilroad of the Southern Pacific Company on Seventh Street, between Pennsylvania Avenue and Mississippi Street, at a point about four (4) feet southeasterly from a point opposite the intersection of the easterly line of Mississippi Street with the southwesterly line of Seventh Street, and running thence on a curve in a general northwesterly and westerly direction along and upon Seventh Street and Sixteenth Street to a point in the center of Sixteenth Street about thirty-three (33) feet easterly from the easterly line of Texas Street, to a connection with the railroad track laid or to be laid by the Atchison, Topeka and Santa Fe Railway Company pursuant to authority granted by Ordinance No. 1470 of the City and County of San Francisco.

Section 4. The right to cuse in common with said Atchison, Topeka and Santa Fe Railway Company the railroad tracks hereinabove described, constructed or to be constructed pursuant to authority granted by Ordinance No. 1470 and Ordinance No. 1632, of the City and County of San Francisco, is granted to said Southern

Page Three.

Pacific Company upon condition that said Southern Pacific Company shall pay to said Atchison, Topeka and Santa Fe Railway Company one-helf of the cost of construction and repair of said tracks and appurtenances so used in common, and one-half of the cost of street work required by said Ordinances Nos. 1470 and 1632, in so far as such cost affects said tracks so used in common. Said Southern Pacific Company, in operation of trains and cars upon said tracks authorized to be constructed by said Ordinance No. 1470, shall be governed by the provisions and conditions contained in Section 1 of said ordinance. Should said Atchison, Topeka and Santa Fe Railway Company be required by the City and County of San Francisco to shift its said tracks on Sixteenth Street, as provided by said Ordinance No. 1470, one-half of the cost thereof, in so far as tracks used in common are concerned, shall be paid by said Southern Pacific Company to said Atchison, Topeka and Santa Fe Railway Company.

Section 5. In the construction and placing of said spur track No. 1 and said spur track No. 2, described in Section 3 of this Ordinance, the Southern Pacific Company shall act in strict accordance with the provisions of Subdivision 9, Section 9, Chapter 1 of Article VI of the Charter of the City and County of San Francisco. Said Southern Pacific Company shall also pave and keep in repair the space between the rails and for two feet on each side of said spur tracks, as required by Ordinance No. 719, approved May 15, 1903.

Section 6. The Atchison, Topeka and Santa Fe Railway Company shall have the right to use said spur track No. 1 and said spur track No. 2, or either thereof, in common with said Southern Pacific Company, upon payment by it to said Southern Pacific Company, upon payment by it to said Southern Pacific Company of one-half of the cost of construction and repair thereof and one-half of the cost of street work pertaining thereto, required by this Ordinance.

Section 7. This Ordinance shall take effect and be in force from and after its passage.

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Bill 2760 Ord. 2683 N.S. March 23, 1914

40 years from date

A grant to construct, maintain, and operate railroad tracks under, over, and along certain streets. All necessary side tracks, turnouts, switches, crossings, spur tracks, yard tracks, depot tracks, and terminal tracks and facilities.

First: Beginning at four points in the existing passenger train double tracks and freight train double tracks of said Southern Pacific Company at or near the intersection of Seventh and Berry Streets; thence in a northerly direction on a curve to the right, crossing Berry Street with five tracks, into and across yards and property of the Southern Pacific Company, crossing King Street in a northerly direction on a curve to the right with five tracks; crossing Sixth Street between Townsend and King Streets with twenty-one tracks; crossing Fifth Street, between Townsend and King Streets with twenty-two tracks; and crossing Fourth Street between Townsend and King Streets with send and King Streets with fourteen tracks.

Second: Beginning at two points in the existing freight train double tracks in the southeasterly line of Berry Street near Seventh Street; thence in a northerly direction on a curve to the right, crossing Berry street with two tracks, across the yards and property of the Southern Pacific Company to the southeasterly line of King Street between Sixth and Seventh Streets; thence northeasterly along King Street; crossing Sixth and Fifth Streets with two tracks; thence continuing along King Street in a northeasterly direction, crossing Fourth Street with three tracks, to the southwesterly line of Third Street; also a cross-over track connecting the said tracks on King Street with tracks on the property of the Southern Pacific Company in the block bounded by Berry, King, Third and Fourth Streets, said cross-over extending in a southwesterly direction across King Street from a point near Third Street to a point in the southeasterly line of said King Street approximately 300 feet southwesterly thereon from the southwesterly line of Third Street; also a single or double track cross-over connecting the said tracks on King Street with tracks on the property of the Southern Pacific Company in the block bounded by King, Berry, Sixth and Seventh Streets, extending in a southerly direction across King Street and Sixth Street from a point approximately one hundred and seventy feet northeasterly from the northeasterly line of Sixth Street

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to a point near the south corner of King and Sixth Streets.

Third: Also tracks beginning at two points in the existing freight train double tracks in Channel Street near Seventh Street; thence in a northerly direction on a curve to the right into and across the yards and property of the Southern Pacific Company, crossing Berry Street between Sixth and Seventh Streets with five tracks: crossing Sixth Street between Berry and King Streets with eight tracks; crossing Fifth Street between Berry and King Streets with nine tracks; crossing Fourth Street between Berry and King Streets with eleven tracks. Also a single or double track crossover extending in a westerly direction across King Street from a point in the southeasterly line thereof distant thereon approximately 190 feet southwesterly from the southwesterly line of Fourth Street, to a point in the northwesterly line of King Street approximately four hundred feet southwesterly from the southwesterly line of Fourth Street.

Fourth: Also tracks beginning at two points in the existing freight train tracks near the intersection of Seventh and Channel Streets; thence in a northerly direction on a curve to the right, crossing Channel street with two tracks into and across the yards and property of the Southern Pacific Company; thence continuing in a northeasterly direction, crossing Sixth Street, botween Berry and Channel Streets, with seven tracks; Fifth Street between Berry and Channel Streets with seven tracks; Fourth Street between Berry and Channel Streets, with seven tracks; thence into private property of said Southern Pacific Company.

Fifth: Also tracks beginning at three points in the existing tracks in private property at their intersection with the southerly line of Division Street between Kansas Street and Vermont Street; thence northeasterly on a curve to the left crossing Division Street with three tracks into and along Townsond Street; thence northeasterly along Townsond Street crossing Eighth Street with three tracks, Seventh Street with four tracks, Sixth Street with two tracks, Fifth Street with two tracks and Fourth Street with one track into and upon property of the Southern Pacific Company near the northerly corner of Fourth and Townsend Streets,

Of the above described tracks on Townsend Street one track shall be laid with the center line of track thirteen feet northwesterly from and parallel with the southeasterly line a point neer the south on are of other

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of Townsend street, and the other track shall be laid with the center line of track twenty-one feet six inches southeasterly from and parallel with the northwesterly line of Townsend street between Eighth Street and Fourth Street. so that there shall be a distance of forty-eight feet between the center line of tracks: the City and County of San Francisco reserves the right to grant permission to any company to lay down tracks or to construct a municipal railway in the strip left vacant between the tracks of the Southern Pacific Company on Townsend Street at any time in the future upon undertaking to keep said thirty-nine foot strip in repair.

Sixth: Also a single or double track beginning at a point in the last above mentioned tracks at or near the intersection of Division and Townsend Streets: thence easterly on a curve to the right crossing Division Street with one track; crossing Eighth Street with two tracks, into and across the yards and property of the Southern Pacific Company, crossing King Street between Seventh and Division Streets in an easterly direction with two tracks, crossing Berry Street between Seventh and DeHaro Streets with two tracks: thence continuing in an easterly direction and connecting with the existing passenger train double tracks on Seventh Street near its intersection with Channel Street.

Seventh: Also upon and along Jewett Street; and across any and all intervening streets, lanes, avenues, alleys, places, and properties along the route of the tracks described in the for egoing paragraphs.

Section 2. - The foregoing rights, privileges and easements are hereby granted upon the following terms, conditions, and obligations all and each of which are hereby consented and agreed to by and on behalf of said Southern Pacific Company, its successors and assigns, viz.:

a. Fourth Street and all other public streets mentioned herein shall remain open public streets subject to public use, except that Fourth Street may be temporarily closed to permit the arrival and departure of trains at the depot at Third and Townsend Streets when trains are too long to be accommodated in the space between such depot and Fourth Street. A flagman shall always be stationed at Fourth and Townsend Streets and at Fourth and King Streets: and at such other street crossings as may hereafter be designated by the Board of Supervisors of the City and County of San Francisco.

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- b. A street is to be opened to public use, of the same width as Fourth Street, distant one hundred eighty-seven and one-half feet southwesterly therefrom and parallel thereto to extend from Townsend to Berry Street, and a flagman is to be stationed at either end thereof.
- The Southern Pacific Company shall, when directed by the Board of Supervisors, erect unbrella sheds across Fourth Street paralleling its main line tracks, the same to be constructed so as to offer the least possible obstruction to traffic, and to be so constructed and maintained to the satisfaction of the Board of Public Works or such other department of the government of the City and County as may have control of its public streets.
- d. The said Southern Pacific Company shall, within one year from the date of taking effect of this ordinance, construct with approaches a steel frame passageway or viaduct sufficient to accommodate pedestrian traffic over the roadway of Fourth Street from Townsend Street to King Street. elevated a distance to permit the passage of trains thereunder, such location and construction to be according to plans and specifications approved by the Board of Public Works and shall be maintained by said Southern Pacific Company to the satisfaction of said Board or other department of the government of the City and County having control of its public streets.

e. The grantee of this franchise, its successors and assigns, shall furnish and maintain such street lights in addition to those ordinarily maintained by the City as may be reasonably necessary upon and along those portions of the various streets in which the railroad tracks hereinabove de-

scribed shall be constructed.

It shall be the duty of said Southern Pacific Company (in addition to the Charter requirements), to keep in repair the streets crossed by said tracks between Townsend and Channel streets, and from and including Fourth Street to and including Sixth Street (except that portion of Fourth Street required to be kept in repair by the United Railroads of San Francisco; and also Eighth Street between Townsend Street and Division Street; it being understood that this should not apply to Berry Street between Third Street and the point midway between Sixth and Seventh Streets.

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- f. The tracks of said Railway Company shall be laid flush with the level of the street wherever the same shall have been graded, so as to offer as little obstruction as precticable to the crossing thereof of vehicles; and it is provided further that nothing in this Ordinance shall be construed so as to prevent the proper authorities of the said city and County of San Francisco from maintaining and exercising the same jurisdiction over the streets, and portions of streets, covered by this franchise which they are, or shall be, authorized hereafter by law to exercise over public streets in said City and County of San Francisco.
- g. 'Said Southern Pacific Company, its successors or assigns, shall lay and maintain all the tracks of said rail-road on Townsend Street, and on all other streets on which such tracks run upon and along the same, flush with the surface of said streets, with rails of approved, grooved, girder thpe, where and when directed by the Board of Fublic Works, whenever the same is or shall be graded to the official grade and in such manner as to offer as little obstruction as practicable to the free use thereof by the public and by vehicles.
- h. Upon a failure to fully observe the conditions herein imposed, after thirty days' notice from the Board of Supervisors, all rights, privileges and easements herein granted shall cease and terminate.
- i. Whenever so directed by the Board of Supervisors; said Southern Pacific Company, its successors or assigns, shall grade, curb, and pave to official grade such of said streets or portions of said streets as may be legally required of it under the provisions of the Charter or the street improvement laws, and that no objection shall be interposed by the said Southern Pacific Company, to such grading, curbing, paving, or other work or improvement; and the said Southern Pacific Company, in consideration of this grant, hereby waives its right to object, as a property owner or otherwise, to the doing of any such grading, curbing, paving or other work or improvement, provided the Board of Supervisors gives the said Company six months' notice of its intention to require such grading, curbing, paving or other proposed improvement.

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- Sec. 3. In case the property of the grantee erected or maintained in the streets herein named shall ever be acquired or sought to be acquired by any governmental or public authority, no value on account of any right or privilege herein granted shall be claimed by or paid to the grantee, but all such rights and privileges shall pass to such governmental authority as successors in interest to said grantee subject to the conditions herein set forth; and no value shall attach to any right or privilege herein granted or be asserted or claimed by said grantee for rate fixing purposes.
- Sec. 4. No right, privilege or easement here granted shall be construed as an abrogation of the police powers of the City and County or as a relinquishment of such control over its streets and thoroughfares as may be necessary to be exercises at any time to promote the public safety and convenience, and all Ordinances now in effect or that may be hereafter enacted relating to the public streets shall be given full force and effect.
- Sec. 5. The rights hereby granted are upon the express conditions prescribed in and by the Charter of the City and County of San Francisco, and especially in and by Subdivision 28 of Section 1, Chapter II, Article II, thereof. The character and general arrangement of all structures herein referred to, the materials of which they are to be built, and all work of whatsoever kind or character done under this franchise upon public streets or highways, shall be subject to the approval of the Board of Public Works of said City and County of San Francisco, except to the extent that such authority is vested in the Reilroad Commission of California.
- Sec. 6. This franchise shall be accepted by a resolution of the Board of Directors of said Southern Pacific Company, and filed in the office of the Clerk of the Supervisors before any right under this Ordinance shall be exercised.
- Sec. 7. This Ordinance shall go into effect upon the expiration of sixty days from the date it becomes final either (a) by approval of the Mayor, (b) without his approval by the expiration of the time prescribed by the Charter of the City and County of San Francisco within which the Mayor may disapprove it, or (c) by its passage by the Board of Supervisors over the objections of the Mayor in the event of such disapproval.

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GRANTING PERMISSION, REVOCABLE AT WILL OF THE BOARD OF SUPERVISORS, TO THE SOUTHERN PACIFIC COMPANY TO OPERATE WITH STEAM LOCOMOTIVES AND CARS OVER THE TRACKS BELONGING TO THE CITY AND COUNTY OF SAN FRANCISCO, FORMERLY THE PROPERTY OF THE OCEAN SHORE RAILWAY COMPANY AS HEREINAPTER DESCRIBED.

Be it ordained by the People of the City and County of San Francisco as follows:

Section 1. Permission, revocable at will of the Board of Supervisors, is hereby granted to the Southern Pacific Company to operate with steam locomotives and cars over the tracks belonging to the City and County of San Francisco, formerly the property of the Ocean Shore Railway Company, as follows:

BEGINNING at the point of intersection of the center line of the Municipal Railway track on Twelfth Street, formerly known as Ocean Shore Railway with the southerly line of Harrison Street; thence in a southerly direction along said center line of track on a curve to the right to a point on the westerly line of Florida Street, said point being distant northerly 370 feet, more or less, from the northerly line of Alameda Street; thence continuing in a southerly direction along Florida Street, crossing Division, Alameda, Fifteenth, Sixteenth and Seventeenth Streets, to a point distant northerly 147 feet, more or less, from the northerly line of Mariposa Street; thence on a curve to the left having a radius of 189.025 feet a distance of 137 feet, more or less, to a point on the easterly line of Florida Street, said point being distant northerly 22 feet, more or less, from the northerly line of Mariposa Street: thence continuing on said curve in a southeasterly direction through private property to a point on the northerly line of Mariposa Street, said point being distant easterly 25 feet, more or less, from the easterly line of Florida Street; thence continuing on said curve in an easterly direction a distance of 115 feet, more or less, to end of curve; thence along Mariposa Street crossing Bryant Street to a point that is 48 feet, more or less, westerly from the westerly line of Hampshire Street; thence on a curve to the right having a radius of 191.122 feet, crossing Hampshire Street to a point on the easterly line of Hampshire Street, said point being distant southerly 17 feet, more or less, from the southerly line of Mariposa Street.

Also beginning at a point on the center line of existing track on Florida Street, said point being distant

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easterly 32 feet, more or less, from the westerly line of Florida Street and distant northerly 4 feet, more or less, from the northerly line of Sixteenth Street; thence in a mortherly direction on a curve to the right for a distance of 131.5 feet, more or less, to a point of reverse curve; thence on a curve to the left for a distance of 131.6 feet, more or less, to a point said point being distant westerly 7.4 feet from the easterly line of Florida Street and distant southerly 130 feet, more or less, from the southerly line of Fifteenth Street; thence in a northerly direction parallel to and distant westerly 7.4 feet at right angles from the easterly line of Florida Street crossing Fifteenth Street for a distance of 315 feet, more or less.

Also beginning at a point in Florida Street, said point being distant westerly 7.4 feet from the easterly line of Florida Street and distant southerly 150 feet, more or less, from the southerly line of Fifteenth Street; thence in a southerly direction parallel to and distant westerly 7.4 feet at right angles to the easterly line of Florida Street for a distance of 269 feet, more or less.

Also beginning at a point in Florida Street, said point being distant easterly 32 feet, more or less, from the westerly line of Florida Street and distant northerly 227 feet, more or less, from the northerly line of Alameda Street; thence in a northerly direction in a curve to the left for a distance of 560 feet to a connection with the first above described track.

Also beginning at a point in Florida Street, said point being distant easterly 20 feet, more or less, from the westerly line of Florida Street and distant northerly 343 feet, more or less, from the northerly line of Alameda Street; thence in a northerly direction on a curve to the left for a distance of 470 feet, more or less, to a point on the southerly line of Harrison Street, said point being distant westerly 190 feet from the westerly line of Eleventh Street.

Said permission is granted subject to the provisions of Ordiname No. 69 (New Series) of the Board of Supervisors approved October 12, 1906, and the provisions and conditions of Section 8 them. If are hereby specifically contained in the permit hereby granted, and shall be construed as a part thereof as complete as though the same were written in this Ordinance.

Provided, that Southern Pacific Company shall erect and maintain all night lighted arc lamps to be placed where directed by the Lighting Committee of the Board of Supervisors.

Section 2. This Ordinance shall take effect immediately. passed December 17, 1923.

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PROVIDING FOR AND REGULATING THE USE OF CERTAIN RAILROAD TRACKS OWNED BY THE CITY AND COUNTY OF SAN FRANCISCO WHICH WERE FORMERLY OWNED BY THE OCEAN SHORE RAILWAY COMPANY AND LYING BETWEEN THE INTERSECTIONS OF HARRISON AND TWELFTH STREETS AND MARIPOSA AND FLORIDA STREETS, BY THE OWNERS OR LESSEES OF PROPERTY ADJACENT AS A CONNECTING RAILWAY LINE BETWEEN SPUR TRACKS CONNECTED THEREWITH AND THE INTERSECTING LINES OF A RAILROAD ENTERLING THE CITY AND COUNTY OF SAN FRANCISCO.

Be it ordained by the People of the City and County of San Francisco, as follows:

Section 1. WHEREAS, The City and County of San Francisco is now the owner of certain railroad tracks, formerly owned by the Ocean Shore Railway Company, extending from the intersection of Twelfth and Harrison Streets and connecting with and crossing the lines of the Southern Pacific Company to the intersection of Mariposa and Florida Streets, which tracks reverted to the City and County of San Francisco upon the abandonment of service by the Ocean Shore Railway Company and the forfeiture of its rights under the terms of franchises heretofore granted said company by the City and County; and

WHEREAS, The industrial development of the district through which said tracks extend between the southeasterly line of Harrison Street and Twelfth Street and the intersection of Florida and Mariposa Streets demands the establishment of spur tracks connecting the properties abutting on the streets in which the said railway tracks are laid with the said tracks of the City and County, thereby permitting freight cars to be transported within said limits, either by means of steam locomotives or other motive-power, from the lines of any intersecting railway company whose lines enter the City and County and over the said tracks belonging to the City and County, and thence over spur tracks connecting therewith to and into the properties abutting on said streets, and,

WHEREAS, The City at this time does not desire to operate cars over said tracks for the purpose of maintaining or operating a railway for furnishing freight railway service, and it would not be advisable, profitable or beneficial for the City to tear up the said tracks now laid on the streets or on intervening lands between the intersection of Harrison and Twelfth Street and the intersection of Mariposa and Florida Streets, or to sell or dispose of, or otherwise use the materials in such tracks.

Section 2. THEREFORE, It is hereby declared to be the policy of the City and County of San Francisco, during the will

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of the Board to permit the owners or lessees of real property abutting on any of the streets upon which the said tracks now owned by the City and County between the southeasterly line of Harrison Street and Twelfth Street, and the intersection of Mariposa and Florida Streets are laid, to use, subject to all the conditions herein expressed, or such as may be hereafter prescribed, the said tracks now owned by the City and County between said limits as a connecting railroad line between the existing railroad line of the Southern Pacific Company which intersects such tracks, or the intersecting line of any other railroad company entering the City and County of San Francisco, and the individual spur tracks now connected with or which may hereafter, on permits duly granted by this Board, be connected with said spur tracks of the City and County, provided, however, that no spur track permit shall hereafter be granted to any applicant permitting the construction and operation of a spur track connecting the premises of such applicant with the said tracks of the City and County, and permitting the operation of cars to and from such spur track over the said tracks of the City and County to and connecting with an intersecting line of an operating railroad entering the City and County, nor shall the owner or holder of any spur track permit heretofore granted for the construction of a spur track connection between any such adjoining property and the said tracks now owned by the City and County, be permitted to continue to hold such permit for the construction and operation of a spur track except upon the condition that such owners or holders of spur track permits shall keep the said tracks of the City and County connecting such spur tracks with the lines of an operating railroad company which enters the City and County in good condition and repair, and also keep the pavement on the portion of the streets occupied by such tracks and for two feet on either side thereof, in good condition and repair; and all of the provisions of Ordinance No. 69 (New Series) of the City and County of San Francisco, approved October 12, 1906, relative to the construction and repair of the tracks, street and pavement are hereby specifically made applicable to such City owned tracks to the same extent as such provisions are applicable to the construction and maintenance of spur tracks.

Section 3. Any spur track permit which has been or may be granted for connection with the said tracks owned by the City and County may be revoked at any time for failure or refusal of the owner or holder thereof to pay his proportionate share of the cost of maintaining and repairing such City and County tracks, and the portion of the streets occupied thereby and the pavement between such tracks and for two feet on either side thereof.

Section 4. All the provisions of Ordinance No. 69 (New Series) of the City and County of San Francisco, approved October 12, 1906, relative to the operation of cars over spur tracks are hereby specifically made applicable to the operation of cars over

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Ordinance No. 6089 (cont'd)

the said tracks of the City and County within said limits and the freight cars of any railroad which has track connections in the City and County of San Francisco with an operating railway shall, upon demand of any person, firm or corporation for whose use or benefit any spur track connecting with such City and County tracks is operated, be transported over such City and County tracks and placed upon the individual spurs so demanding such service.

Section 5. Nothing in this Ordinance shall be construed as granting any franchise to any railroad company to operate its cars or locomotives over the said tracks of the City and County or as granting to any railroad company a right not to be enjoyed by any other railroad company whose lines now or hereafter may enter the City and County and intersect or connect with the said tracks of the City and County.

Section 6. Nothing in this Ordinance shall be construed as preventing the City and County of San Francisco from hereafter revoking the right of any or all owners or holders of spur track permits connecting with the said tracks of the City and County to continue to use the said tracks of the City and County as a connecting line between said spur tracks and the lines of any operating railroad company.

Section 7. Ordinance No. 5917 (New Series) is hereby repealed.

Section 8. This Ordinance shall take effect immediately.

Finally Passed: Board of Supervisors, San Francisco, December 17, 1923.

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ORDINANCE NO. 6511 N.S. BILL NO. 6984

PROVIDING FOR AND REGULATING THE USE OF CERTAIN RAILROAD TRACKS OWNED BY THE CITY AND COUNTY OF SAN FRANCISCO WHICH WERE FORMERLY OWNED BY THE OCEAN SHORE RAILWAY COMPANY AND LOCATED IN TWELFTH STREET AND LYING BETWEEN THE SOUTHEASTERLY LINE OF HARRISON STREET AND THE SOUTHEASTERLY LINE OF HOWARD STREET, BY THE OWNERS OR LESSES OF PROPERTY ADJACENT AS A CONNECTING RAILWAY LINE BETWEEN SPUR TRACKS CONNECTED THEREWITH AND THE INTERSECTING LINES OF A RAILROAD ENTERING THE CITY AND COUNTY OF SAN FRANCISCO.

Be it ordained by the People of the City and County of San Francisco as follows:

1. WHEREAS, the City and County of San Francisco is now the owner of certain railroad tracks formerly owned by the Ocean Shore Railway Company located in Twelfth Street and lying between the seutheasterly line of Harrison Street and the southeasterly line of Howard Street, connecting with the lines of the Southern Pacific Company, which tracks reverted to the City and County of San Francisco upon the abandonment of service by the Ocean Shore Railway Company and the forfeiture of its rights under the terms of franchise heretofore granted said company by the City and County; and

WHEREAS the industrial development of the district through which said tracks extend between the southeasterly line of Harrison Street and the southeasterly line of Howard Street demands the establishment of spur tracks connecting the properties abutting on the streets in which the said railway tracks are laid with the said tracks of the City and County, thereby permitting freight cars to be transported within said limits either by means of steam locomotives or other motive power from the lines of any intersecting railway company whose lines enter the City and County of San Francisco over the said tracks belonging to the City and County, and thence over spur tracks connecting therewith to and into the properties abutting on said streets, and

WHEREAS, the City at this time does not desire to operate cars over said tracks for the purpose of maintaining or operating a railway for furnishing freight railway service and it would not be advisable, profitable or beneficial for the City to tear up the said tracks now laid on the streets or on intervening lands between the southeasterly line of Harrison St. and the southeasterly line of Howard Street or to sell or dispose of, or otherwise use the materials in such tracks.

2. Therefore, it is hereby declared to be the policy of the City and County of San Francisco, during the will of the Board, to permit the owners or lessees of real property abutting

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Ordinance No. 6511 (cont'd)

on any of the streets upon which the said tracks now owned by the City and County between the southeasterly line of Harrison Street and the southeasterly line of Howard Street are laid, to use, subject to all the conditions herein expressed, or such as may be hereafter prescribed, the said tracks now owned by the City and County between said limits as a connecting railroad between the existing railroad line of the Southern Pacific Company which intersects such tracks, or the intersecting line of any other railroad company entering the City and County of San Francisco, and the individual spur tracks now connected with or which may hereafter, on permits duly granted by this Board, be connected with said spur tracks of the City and County, provided, however, that no spur track permit shall hereafter be granted to any applicant permitting the construction and operation of a spur track connecting the premises of such applicant with the said tracks of the City and County, and permitting the operation of cars to and from such spur track over the said tracks of the City and County to and connecting with an intersecting line of an operating railroad entering the City and County, nor shall the owner or holder of any spur track permit heretofore granted for the construction of a spur track connection between any such adjoining property and the said tracks now owned by the City and County, be permitted to continue to hold such permit for the construction and operation of a spur track except upon the condition that such owners or holders of spur track permits shall keep the said tracks of the City and County connecting such spur tracks with the lines of an operating railroad company which enters the City and County in good condition and repair, and also keep the pavement on the portion of the streets occupied by such tracks, and for two feet on either side thereof, in good condition and repair; and all of the provisions of Ordinance No. 69 (New Series) of the City and County of San Francisco, approved October 12, 1906, relative to the construction and repair of the tracks, street and pavement are hereby specifically made applicable to such City owned tracks to the same extent as such provisions are applicable to the construction and maintenance of spur tracks.

- 3. Any spur track permit which has been or may be granted for connection with the said tracks owned by the City and County may be revoked at any time for failure or refusal of the owner or holder thereof to pay his proportionate share of the cost of maintaining and repairing such City and County tracks, and the portion of the streets occupied thereby and the pavement between such tracks and for two feet on either side thereof.
- 4. All the provisions of Ordinance No. 69 (New Series) of the City and County of San Francisco approved October 12, 1906, relative to the operation of cars over spur tracks are hereby specifically made applicable to the operation of cars over said tracks of the City and County within said limits and the freight

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Ordinance No. 6511 (cont'd)

cars of any railroad which has track connections in the City and County of San Francisco with an operating railway shall, upon demand of any person, firm or corporation for whose use or benefit any spur track connecting with such City and County tracks is operated be transported over such City and County tracks and placed upon the individual spurs so demanding such service.

- 5. Nothing in this Ordinance shall be construed as granting any franchise to any railroad company to operate its cars or locomotives over the said tracks of the City and County, or as granting to any railroad company a right not to be enjoyed by any other railroad company whose lines now or hereafter may enter the City and County and intersect or connect with the said tracks of the City and County.
- 6. Nothing in this Ordinance shall be construed as preventing the City and County of San Francisco from hereafter revoking the right of any or all owners or holders of spur track. permits connecting with the said tracks of the City and County to continue to use the said tracks of the City and County as a connecting line between said spur tracks and the lines of any operating railroad company.
 - 7. This Ordinance shall take effect immediately.

Finally Passed: Board of Supervisors, San Francisco, Feb. 2, 1925.

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STEAM RAILROAD FRANCHISES SPECIAL OBLIGATIONS

Atchison, Topeka & Santa Fe Railway Co.

Order No. 159 (Second Series) Approved February 8, 1899 - Book of Franchises, p. 276.

Crossing BRYANT STREET - MAIN TO SPEAR STREETS

Must conform to City grades at own expense. At own expense, 2 feet either side of rails and between tracks and rails must be maintained always in good order over full length.

46 Years from February 26, 1899. Expires February 26,1945

Order No. 230 (Second Series) Approved November 10,1899 - Book of Franchises, p. 278.

Crossing BRYANT STREET - SPEAR TO MAIN STREETS

Must conform to City grades at own expense. At own expense, 2 feet either side of rails and between tracks and rails must be maintained always in good order over full length.

45 Years from February 26,1900. Expires February 26, 1945

Ordinance No. 260. Approved April 4, 1901. - Book of Franchises, p. 280.

ILLINOIS STREET from N.L. 4th STREET to N.L. ARTHUR AVENUE

Grant to construct and right of way. For either single or double track at company's expense. All electric locomotives may be substituted for steam after one years written notice or such other less objectionable motive power. No cars or locomotives to stand upon Illinois Street at any time, day or night, no freight to be received or discharged from any car upon the street and not to used for yard purposes. The railroad at any time when required by resolution of the Board of Supervisors shall construct a drawbridge across Islais Creek sufficient to accommodate travel, also any other drawbridge required by the Board of Supervisors over any other channel which exists now or may hereafter exist. Lay its tracks to grade where street has been graded and shall pave same when and in the manner required by the Board of Public Works. After street has been paved and if the railroad company neglects to maintain right of way for three months, rights granted are rescanded. and any and all obstructions shall be removed at the company's expense.

45 Years from February 26,1900. Expires February 26, 1945.

See Ordinance 2398 N.S., August 12, 1913 for Joint Track Usage.

STEAM RAILROAD PRAMERIES

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Ordinance No. 270. Approved April 12, 1901 - Book of Franchises, P.283.

ILLINOIS STREET from MARIN STREET SOUTHERLY ON A CURVE TO 3rd STREET and QUINT STREET, thence along QUINT STREET to OAKDALE AVENUE

No freight to be discharged and track not to be used as a yard. Company to construct drawbridge at Islais Creek at any time at request of Board of Supervisors. Must maintain right of way; if not after three months rights shall cease. Must pave when and in manner prescribed by Board of Public Works. Expense of filling to be borne by company over own right of way including 2 feet outside of tracks.

45 Years from February 26, 1900. Expires February 26, 1945

Ordinance No. 296. Approved May 16,1901. -Book of Franchises, p.286

PRYANT STREET between MAIN and SPEAR STREETS - 12 tracks to cross.

Right to construct provided that company build and maintain the following area:

Commencing at a point on the northwesterly line of Bryant Street, distant 65 feet from the northwesterly corner of Bryant and Spear Streets, thence southwesterly along the northwesterly line of Bryant Street 220 feet to a point 10 feet from the northeasterly line of Main and Bryant Streets; thence at right angles southeasterly 75 feet to the median line of Bryant Street; thence at right angles northeasterly along the median line of Bryant Street 220 feet; thence at right angles northwesterly 75 feet to point of beginning.

45 Years from February 26, 1900. Expires February 26,1945

Ordinance No. 338 Approved July 31, 1901- Book of Franchises, p. 292.

4th STREET: - GEORGIA AND MICHIGAN STREETS

Company to construct, pave and keep in repair from curb to use of said tracks by any and all railroads.

44 Years from February 26,1901. Expires February 26,1945

Resolution No. 2141 - Approved December 27,1901 - Book of Franchises,

19TH STREET between IOWA and TENNESSEE STREETS

Provide and maintain a safe and practicable way for foot passengers along 19th Street between Iowa and Tennessee Streets.

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Also erect and maintain a foot bridge crossing above all tracks on Indiana Street. Erect and maintain such fences, gates and barriers as may in the judgment of the Board of Public Works be necessary for public protection against dangers incident to the slopes of the excavations.

Resolution No. 2690 Approved June 20,1902 - Book of Franchises, p. 297

20th STREET - IOWA to TENNESSEE STREETS

IOWA and 20TH STREETS

Construct and maintain temporary foot bridge and permanent wagon and foot bridge at least 33 feet in width over and along 20th Street from Iowa to Tennessee Streets at least 22 feet of such bridge to be used as roadway for vehicles and the remaining width for use of pedestrians.

Erect and maintain a substantial stairway on 20th Street easterly from easterly line of lowe Street and running to lower grade plane on 20th Street between lowe and Indiana Streets.

Erect and maintain such fences, gates and barriers as may in the judgment of the Department of Public Works be necessary for public protection with particular reference to the easterly line of lowa Street between 22nd and Mariposa Streets.

Term of maintenance during life of franchise for Indiana Street - Expires February 26, 1945.

Resolution No. 2705 Approved June 20, 1902 - Book of Franchises, p. 298

18TH and INDIANA STREETS

Excavate below grade on 18th Street, 100 feet easterly from Indiana Street. Steel viaduct on 18th St., work to be completed in five years by June 20, 1907.

Maintenance of bridge Expires February 26, 1945

Resolution No. 2921 - 4th Series - Approved June 9,1899 - Book of Franchises, p. 299.

SPEAR STREET - HARRISON to BRYANT STREETS

Pave sidewalk with basalt blocks.

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- HARRISON to PRIART PERSON

TO THE RESIDENCE

Ordinance No. 363 Approved September 24, 1901 - Book of Franchises, p.299.

SPEAR STREET, BRYANT STREET, MAIN STREET

To pave with basalt blocks for improvement of terminal. To use sidewalks to facilitate approach of teams to the terminal.

Ordinance No. 412 Approved December 16,1901 - Book of Franchises, p.301

ILLINOIS STREET, 26th STREET, 25TH STREET, INDIANA STREET, IOWA STREET, etc. to 17TH STREET

PRIVATE RIGHT OF WAY

To construct tracks and run trains.

To not blockade streets. To substitute electricity for steam within one year after notice being given to do so.

Not allow car or locomotive to stand upon or receive or discharge freight from cars upon 25th St. (formerly Yolo Street) or Iowa Street.

44 Years from February 26,1901. Expires February 26,1945

Ordinance No. 1470 Approved May 4, 1905 - Book of Franchises,p.305 INDIANA STREET, 16TH STREET, 7TH STREET, 8TH STREET and 15TH STREET

To construct tracks and run trains.

To not blockade streets. To substitute electricity for steam within one year after notice being given to do so. Supervisors right by written notice to restrict moving of cars between 6 P.M. and 6 A.M.

Not allow car or locomotive to stand upon any of streets described and in streets between Indiana and Rhode Island Streets, or receive or discharge freight from cars standing on streets included in this franchise.

Railway company construct and maintain roadway pavement for a distance of 50 feet upon each side of its tracks where the same crosses streets.

44 Years from May 4, 1905. Expires May 4, 1949

Resolution No. 2712 Approved July 2, 1902 - Book of Franchises, p.309

To construct drawbridge across Channel Street at foot of Third Street, cost of \$70,000, to become property of City and County of San Francisco.

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Ordinance No. 260.

April 4. 1901

SAN FRANCISCO & SAN JOAQUIN VALLEY RATIWAY COMPANY

Book of Franchises, p. 280

Railroad.

Providing for a grant to the San Francisco & San Joaquin V lley R ilway Company (a corporation) of a right of way and the right to construct and operate a railroad along and upon Illinois Street, from the North line of Fourth Street to the North line of First Avenue, South, in the City and County of San Francisco.

Be it ordained by the People of the City and County of San Francisco as follows:

Section 1. That the right of way be and is hereby granted unto the San Francisco & San Joaquin Valley Railway Company, a corporation duly organized under the laws of the State of California, being a steam railroad having fifty miles of road actually constructed, and not a street railway to use for the term of forty-five (45) years from the twenty-sixth day of February A.D. 1900 (being the unexpired term of the corporate franchise of said railway company), the street hereinafter named and described, and to that end the said railway company is hereby granted the right to construct, lay down, maintain and operate by steam or other power a single or double track of standard gauge, being about four (4) feet nine (9) inches gauge, which, if a double track, is to be placed so that the space hetween the two inner lines of rails shall not exceed seven (7) feet apart and said rails shall be placed at equal distances on each side of the center line of the street known as Illinois Street, from the north line of Fourth Street, to the north line of First Avenue South with all necessary side tracks, switches and curves therefor, for the necessary conduct of the business of said company.

That for the purpose of this franchise the space of seventy-five (75) feet to the west of the Central Basin, reserved for the use of said basin and under the jurisdiction of the Board of State Harbor Commissioners, shall not be deemed to form a portion of said street.

The right is hereby granted to the said railway company to lay down and construct its said road on, over and along the portion of said Illinois Street aforesaid, and during said term to run and use its cars propelled by steam or other power, over and along said Illinois Street, between the points aforesaid, using such material in the construction of said road as said company may deem fit, complying, however, with the provisions of the statutes of this State, ordinances of the city and county and regulations of the Board of Public Wirks in relation thereto in such manner that said company shall not obstruct or hinder the free use of said Illinois Street as a public street or highway beyond the use thereof by running its cars propelled by steam or other power on, over and along the

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said Illinois Street as aforesaid, as authorized by this ordinance. And provided further, that the company agrees, that if at any time during the term of this franchise the city decides that the operation of steam locomotives is not desirable within the city limits, that upon written notice of not less than one year to that effect being served upon the company, the company agrees to withdraw all such steam locomotives and substitute electricity or some other less objectionable motive power. And the company further agrees that it shall not allow any car or locomotive to stand upon Illinois Street at any time, day or night, and that no freight shall be received or discharged from any car while upon the street, it being the express understanding that this franchise is granted for the purpose of moving cars along said street, to reach certain points, and the right to use the street or any portion thereof for "yard" purposes is absolutely prohibited.

This ordinance is granted upon the express conditions prescribed in the Charter of the City and County and especially in and subject to the provisions of Subdivision 28 of Section 1, Chapter II, Article II, of the said Charter.

This franchise is granted subject to the following other and additional conditions:

That said railway company will, at any time when required by Resolution of the Board of Supervisors of the City and County of San Francisco, construct a drawbridge across the waterway known upon the official map of the City and County of San Francisco as Islais Creek Channel sufficient to accommodate the trevel upon said street, or any other drawbridges that may be required by said Board of Supervisors, over any other channel which exists now or may hereafter exist. The same to be built under the supervision and to the satisfaction of the Board of Public Works.

That said company shall lay its tracks in conformity with the city grades on all parts of said Illinois street between the points hereinbefore mentioned that shall have been graded and shall pave the same when and in the manner required by the Board of Public Works, and in case the said company at any time neglects for a period of three (3) months to put in order and repair the said Illinois Street after the same shall have been paved then in such case the rights herein granted shall cease and determine as to such portion so neglected, and the municipal authorities of the City and County of San Francisco shall be empowered then and thereafter to remove all obstructions from such portion of said street at the expense of said railway company.

If at any time the proper authorities determine that Illinois Street shall be filled in, then the said company agrees to bear such proportion of the expense incurred in such work in filling said street as the space occupied by said railway and for two feet on each side thereof bears to the entire width of the street.

The Board of Supervisors of the City and County of San Francisco hereby declares that the common use of said tracks within

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the meaning of Subdivision 28 of Section 1, Chapter II, Article II, of the Charter means any and all railroads contemplated by said section seeking common use and as a condition of this franchise the grantee accepts this condition.

Section 2. The tracks of said company shall be laid flush with the level of the street wherever the same shall have been graded, so as to offer as little obstruction as practicable to the crossing thereof by vehicles; and provided, further, that nothing in this ordinance shall be construed so as to prevent the proper authorities of said City and County from maintaining and exercising the same jurisdiction and authority over the said Illinois Street which they are or shall be authorized hereafter by law to exercise over public streets of said city and county.

Said railway company must commence the construction of said work and fully complete the same within two (2) years from the passage of this ordinance, but the construction of a single track upon said Illinois Street between the points hereinbefore mentioned shall be deemed to be a sufficient compliance with this requirement. In case of failure or neglect on the part of the San Francisco and San Joaquín Valley Railway Company to comply with the conditions as to the time of commencement and completion of the work as herein specified, then and in that event all rights and privileges granted under the provisions of this ordinance and the franchise shall cease and determine.

Section 3. If said San Francisco and San Joaquin Valley Railway Company should ever by or through any corporate act on the part of said San Francisco and San Joaquin Valley Railway Company grant, assign or lease or in any manner dispose of this franchise, or allow to any other common carrier the use of the right of way hereby granted, except as provided by Subdivision 28, Section 1, Chapter II, Article II, of the Charter of the City and County of San Francisco, then and in any of said events the franchise hereby granted shall cease and determine, and all rights and privileges thereunder shall be forfeited.

But it is understood and agreed that the foregoing provision shall not apply to any sale, transfer or assignment to the Atchison, Topeka and Santa Fe Railway Company, pursuant to Section 494 of the Civil Code of California.

Section 4. This ordinance shall take effect and be in force from and after its passage.

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SAN FRANCISCO AND SAN JOAQUIN VALLEY RAILWAY COMPANY

Railroad

Providing for a grant to the San Francisco and San Joaquin Valley Reilway Company (A Corporation) of a right-of-way and the right to construct and operate a railroad from a point in Illinois Street, near Marin Street, thence southerly on a curve to a point in Kentucky Street on the center line of Q Street South, formerly Tombigbee Street; thence southerly along said center line of Q Street South, formerly Tombigbee Street, to the southerly line of First Avenue South; thence southerly along said center of Q Street south, formerly Tombigbee Street, to the Northerly line of Fifteenth Avenue South, in the City and County of San Francisco.

Be it ordained by the People of the City and County of San Francisco, as follows:

Section 1. That the right-of-way be and is hereby granted unto the San Francisco and San Joaquín Valley Railway Company, a corporation, duly organized under the laws of the State of California, being a steam railroad having fifty miles of road actually constructed, and not a street railway, to use for the term of forty-five (45) years from the twenty-sixth day of February, A.D. 1900 (being the unexpired term of the corporate franchise of said railway company) the street hereinafter named and described, and to that end the said railway company is hereby granted the right to construct, lay down, maintain and operate by steam or other power a single or double track of standard gauge being about four (4) feet nine (9) inches gauge, which, if a double track, is to be placed so that the space between the two inner lines of rails shall not exceed seven (7) feet apart and said rails shall be placed at equal distances on each side of the center line of the street, as follows:

For a single-track railway the center line of which is described as follows: Commencing at a point in the center of Illinois Street, said point being two hundred and eight and fivetenths (208.5) feet northerly (measured along the center of Illinois Street) from the southerly line of Marin Street; thence running southerly on a curve to the right with a radius of eleven hundred and forty-six and three-tenths (1146.3) feet, a distance of seven hundred and ninety-seven and three-tenths (797.3) feet to a point in Kentucky Street situated on the center line of Q Street South, formerly Tombigee Street produced, northerly and distant four hundred and fifty-nine and seven-tenths (459.7) feet (measured along said line produced from the south line of First Avenue South; thence running southerly along said center line of Q Street South; formerly Tombigbee Street produced,) a distance of four hundred and fifty-nine and seven-tenths (459.7) feet to the southerly line of First Avenue South; thence running southerly along the center line

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of Q Street South, formerly Tombiguee Street, to the northerly line of Fifteenth Avenue South, with all necessary side tracks, switches and curves therefor for the necessary conduct of the business of said company.

The right is hereby granted to the said railway companyto lay down and construct its said road on, over and along the portion of said Q Street South, formerly Tombigbee Street, aforesaid, and during said term to run and use its cars, propelled by steam or other power, over and along said Q Street South, formerly Tombigbee Street, between the points aforesaid, using such material in the construction of said road as said company may deem fit, complying, however, with the provisions of the statutes of this State, ordinances of the City and County, and regulations of the Board of Public Works in relation thereto, in such manner that said company shall not obstruct or hinder the free use of said Q Street South, formerly Tombigbee Street, as a public street or highway beyond the use thereof by running its cars propelled by steam or other power on, over and along the said Q Street South, formerly Tombigbee Street, as aforesaid, as authorized by this ordinance. And provided, further, that the company agrees that if at any time during the term of this franchise the city decided that the operation of steam locomotives is not desirable within the city limits, that upon written notice of not less than one year to that effect being served upon the company, the company agrees to withdraw all such steam locomotives and substitute electricity or some other less objectionable motive power. And the company further agrees that it shall not allow any car or locomotive to stand upon Q Street South, formerly Tombigbee Street, at any time, day or night, and that no freight shall be received or discharged from any car while upon the street, it being the express understanding that this franchise is granted for the purpose of moving cars along said street to reach certain points, and the right to use the street or any portion thereof for "yard"purposes is absolutely prohibited.

This ordinance is granted upon the express conditions prescribed in the Charter of the City and County, and especially in and subject to the provisions of Subdivision 28 of Section 1, Chapter II, Article II, of the said Charter.

This franchise is granted subject to the following other and additional conditions:

That said railway company will, at any time when required by resolution of the Board of Supervisors of the City and County of San Francisco, construct a drawbridge across the waterw y known upon the official map of the City and County of San Francisco as Islais Creek Channel sufficient to accommodate the travel upon said street, or any other drawbridges that may be required by said Board of Supervisors over any other channel which exists now or may hereafter exist. The same to be built under the supervision and to the satisfaction of the Board of Public Works; provided that the permission to cross Islais Creek by drawbridge or otherwise as contained in this franchise shall not become available until the San Francisco and San Joaquin Railway Company, its successors or assigns, shall have filed an abandonment of all rights to a crossing of said Islais

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Ordinance No. 270 (Continued)

Page Three

Creek on the line of Illinois Street.

That said company shall lay its tracks in conformity with the city grades on all parts of said Q Street South, formerly Tombigbee Street, between the points hereinbefore mentioned that shall have been graded and shall pave the same when and in the manner required by the Board of Public Works, and in case the said company at any time neglects for a period of three (3) months to put in order and repair the said Q Street South, formerly Tombigbee Street, after the same shall have been paved, then in such case the rights herein granted shall cease and determine as to such portion so neglected, and the municipal authorities of the City and County of San Francisco shall be empowered then and thereafter to remove all obstructions from such portion of said street at the expense of said railway company.

If at any time the proper authorities determine that Q Street South, formerly Tombigbee Street, shall be filled in, then the said company agrees to beer such proportion of the expense incurred in such work in filling said street as the space occupied by said railway and for two (2) feet on each side thereof bears to the entire width of the street.

The Board of Supervisors of the City and County of San Francisco hereby declares that the common use of said tracks within the meaning of Subdivision 28 of Section 1, Chapter II, Article II, of the Charter means any and all railroads contemplated by said section seeking common use and as a condition of this franchise the grantee accepts this condition.

Section 2. The tracks of said company shall be laid flush with the level of the street wherever the same shall be graded, so as to offer as little obstruction as practicable to the crossing thereof by vehicles; and, provided further, that nothing in this ordinance shall be construed so as to prevent the proper authorities of said City and County from maintaining and exercising the same jurisdiction and authority over the said Q Street South, formerly Tombigbee Street, which they are or shall be authorized hereafter by law to exercise over public streets of said city and county.

Said railway company must commence the construction of said work and fully complete the same within two (2) years from the passage of this ordinance, and the construction of a single track upon said 0 Street South, formerly Tombigbee Street, between the points hereinbefore mentioned shall be deemed to be a sufficient compliance with this requirement. In case of failure or neglect on the part of the San Francisco and San Joaquin Velley Railway Company to comply with the conditions as to the time of commencement and completion of the work as herein specified, then and in that event all rights and privileges granted under the provisions of this ordinance and the franchise shall cease and determine.

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Ordinance No. 270 (Continued)

Page Four

Section 3. If said the San Francisco and San Joaquin Valley Railway Company should ever by or through any corporate act on the part of said the San Francisco and San Joaquin Valley Railway Company Grant, assign or lease or in any manner dispose of this franchise, or allow to any other common carrier the use of the right-of-way hereby granted, except as provided by Subdivision 28, Section 1, Chapter II, Article II of the Charter of the City and County of San Francisco, then and in any of said events the franchise hereby granted shall cease and determine, and all rights and privileges thereunder shall be forfeited. But it is understood and agreed that the foregoing provision shall not apply to any sale, transfer or assignment to the Atchison, Topeka and Santa Fe Railway Company, pursuant to Section 494 of the Civil Code of California.

Section 4. This ordinance shall take effect and be in force from and after its passage.

Ordinance No. 2399 (Amends Ordinance No. 270) See no change.
August 11, 1913.

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ATCHISON, TOTEKA & SANTA FE RY. CO.

44 years from February 26, 1901

Tracks.

Commencing at a point on the center line of west track on Illinois Street as per franchise Bill No. 171 said point being 26.28 feet south of the north line of 26th Street.

Crossing 26th Street, Illinois Street, 3d Street at 25th Street; along 25th Street to west of Indiana Street; thence to Iowa Street through block 337; thence easterly along Iowa Street to 22d Street; Crossing 22d Street and across Block 337 to Indiana Street; thence along Indiana Street to Mariposa Street.

See franchise for true description.

The Company agrees that it shall not allow any car or locomotive to stand upon any part of 25th Street or Iowa Street. No freight shall be received or discharged from any car while upon 25th or Iowa Street.

The said Company shall lay its tracks in conformity with the city grades on all streets or parts of streets covered by this franchise that shall have been graded and shall pave the same when and in the manner required by the Department of Public Works; and in case the said Company at any time neglects for a period of 3 months to put in order and repair the streets or parts of streets covered by this franchise after the same shall have been paved then in such case the rights granted shall cease.

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44 years from May 4, 1905.

ATCHISON, TOPEKA & SANTA FE RY CO.

To construct, lay down, maintain, operate.

From a point in the center line of the westerly track on Indiana Street, as granted by bill 461, ordinance 412 December 12, 1901. Said point being 33 feet 1 north from 18th Street.

Commencing at a point in the center line of the westerly track on Indiana Street, as granted to the Atchison, Topeka & Santa Fe Railway Company by Bill number four hundred and sixty-one (461), Ordinance number four hundred and twelve (412), approved December 20, A.D. 1901, said point being thirty-three (33) feet, more or less, northerly of the north line of Eighteenth Street (formerly Solano Street): thence on an eighteen (18) degree and twenty (20) minute curve, more or less, to the left across Indiana Street, crossing Potrero Nuevo, block three hundred and forty-one (341), love Street, and the north twenty-five (25) feet of Potrero Huevo block three hundred and sixteen (316); thence on a twenty (20) degree curve, more or less, to the right crossing Pennsylvania Avenue at its intersection with Mariposa Street and entering Potrero Nuevo block three hundred and six (306) twelve (12) feet, more or less, westerly from the northwest corner of Pennsylvania Avenue and Mariposa Street; thence northerly across Potrero Nuevo block three hundred and six (306) and Seventeenth street (formerly Santa Clara Street) ninety (90) feet, more or less, west of Pennsylvania Avenue: thence curving to the left on a fourteen (14) degree and twenty (20) minute curve, more or less, across Potrero Nuevo block three hundred and seven (307) and entering Seventh Street one hundred and thirty-five (135) feet, more or less, southeasterly from the southeast corner of Mississippi and Seventh Streets; thence continuing on said curve to the left on Seventh street, distant about twenty (20) feet, more or less, from the southwesterly line of Seventh street, at the east line of Mississippi street and entering Sixteenth street (formerly Center Street) on a twenty (20) degree curve, more or less, four (4) feet, more or less, from the northeast corner of Potrero Nuevo block two hundred and seventy-eight (278) feet; thence continuing on said curve to the left along Sixteenth street (formerly Center street) to point tangent, said point being in the center of Sixteenth Street (formerly Conter Street)

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ORD 1470 Contd.

and fifty-seven (57) feet, more or less east of the eastarly line of Texas Street; thence along said center line of Einteenth street (femerly Center Street) to a point twenty-five (25) feet, more or less, west of the text line of Ariansas street; thence along Eighth street on a twenty-four (24) degree curve to the right three hundred and twenty (320) feet, hore or less, to point of reversion; thence on a fourteen (14) degree curve to the left three hundred and sixty (360) feet, more or less, to point of compounding; thence on a sixteen (16) degree curve to the left one hundred and firty (150) feet, more or less, to point stangent, said point being in the center of Fifteenth street, eighty-five (55) feet, more or less, west of the west line of Carolina street; thence westerly along the center line of Fifteenth street to the east line of Rhode Island street.

Spur Track No. 1 Commencing at a point in the center line of the herolindefore described track twenty-five (25) feet, more or less, westerly fro. the west line of arkansas Street; thence westerly along the center line of Sixteenth street (formerly Center Street) to the east line of Dellaro street.

Company further agrees that it shall not allow any car or locateive to stand upon any part of the streets described and lying in the streets between Indiana and Rhode Island streets; and that no freight shall be received or discharged from any car while upon said line.

The railway company shall lay its tracks in conformity with the city grades on all streets and parts of streets covered by this franchise that shall have been graded and shall pave the same when, and in the manner, required by the Department of Public Works and in case the said zompany at any time neglects for a period of 3 months to put in order and repair the streets or parts of streets, covered by this franchise after the same shall have been paved, then in such cases the rights herein granted shall decase.

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Ord. 1470 Contd.

If 16th Street be widened by the city the position of the track thereon shall be shifted to the new center line of said street.

That if hereafter the city shall grant to any other company, a franchise for a double track on portions of 16th street, hereby covered, then the track of the railway company shall be shifted to a line 62 feet from the center line of 16th street.

The company shall construct and maintain the roadway pavement for a distance of 50 feet upon each side of its tracks where the same cross streets.

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STEAM RAILROAD FRANCHISES SPECIAL OBLIGATIONS WESTERN PACIFIC RAILWAY COMPANY

Ordinance No. 582 N.S. Approved October 23, 1908 Book of Franchises page 341

MISSISSIPPI STREET - bet. 22d & 23d STREETS.

Construct and maintain, at its own expense, a bridge or viaduct to carry Mississippi Street over tracks of said railroad. Roadway to be 34 feet and sidewalk of 8 feet on each side.

TEXAS AND 22d STREETS.

Construct and maintain at its own expense bridge or viaduct to carry streets over tracks. Roadway to be 34 feet and sidewalk of 8 feet on each side.

In case said streets are diverted from their present location and constructed upon a location that shall cross railroad over the tunnel thereof, said streets shall be located and constructed in accordance with plans approved by the Department of Public Works.

3D ST. bet. 25TH & 26TH STREETS - WISCONSIN and 18TH STREETS.
ALAMEDA and VERMONT STREETS - 8TH STREET bet. BRANNAN & TOWNSEND STS.

Board of Supervisors may require Western Pacific to construct a viaduct across Third St. for the passage of vehicles and pedestrians over the tracks between 25th and 26th Streets.

Board of Supervisors may require W.P. to construct a viaduct on any one street to be designated by said Board between the crossing by said railroad of Wisconsin and 18th Street and the crossing of said railroad of Alameda and Vermont St. both of said crossings included for the passage of vehicles and pedestrians over the tracks.

Board of Supervisors shall have the right after the extension of 8th St. southeasterly from Division St. across Potrero Blocks 168 and 170 to Carolina and 15th Sts. to require the Western Pacific to construct a viaduct on 8th St. for passage of vehicles and pedestrians over the tracks between Brannan and Townsend Sts.

Western Pacific shall grade, curb, pave and keep in repair, all streets crossed by said Western Pacific at grade from <u>curb to curb and between two lines</u>, one on each side of the tracks of said railroad and drawn at right angles to the direction of the street at points 10 feet beyond the intersection of the curb lines by the center line of the track of said railroad, or in case there is more than one track, the center line of the outside track, In general, unless other wise prescribed, all bridges or viaducts required shall be of steel or iron with abutments and piers of either concrete, masonry, iron or



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Western Rockite shall baide, suph, save and the consumer of the structure of the structure

steel. In case it shall be necessary for the purpose of constructing any viaduct or viaducts herein required to widen the streets upon which the same are placed, such greater widths shall be considered as included in said street and the easement.

For 50 years from October 23, 1908 - EXPIRES Oct. 23, 1958

The following ordinances granted to the Ocean Shore Railway Company covered routes part of which were taken over by the City and County of San Francisco and part of which covered routes, the rights and privileges for which were afterwards granted to the Western Pacific Railroad Co. and therefore are not now applicable:

No. 1623 approved Oct. 5, 1905

No. 758 (N.S.) (not approved) effective May 10,1909

No. 1808 approved Apr. 2,1906

see also Book 27, Official Records, Recorders Office for Construction of Evans Ave. Bridge and Widening of Army St.

Ordinance No. 5502 Approved Dec. 6, 1921.

ILLINGIS ST. et 26TH ST., thence through private property across 3D St. to point on westerly side 25 feet south of southerly line of Army St. thence across private property to Connecticut Street crossing public streets thence across private property crossing JERROLD AVENUE entering BARNEVELD AVENUE and LOOMIS ST. to a point 140 feet north of the northerly line of WATERLOO ST.

Also various spur tracks listed under spur track lists.

Is not an exclusive right but provides for use with any other railroad, each company paying an equal portion of the construction and repair of tracks used jointly.

Use of rights, etc. subject to regulation by Board of Supervisors and other public authority as may have authority.

Rights of other roads to have cars switched by W.P. R.R. on these lines.

Western Pacific Railroad shall construct and maintain tracks crossing any street at grade with approved girder type rail. Shall grade, curb, pave and keep in repair with such material as may be prescribed by the proper authorities all streets crossed at grade. from curb to curb and between two lines, one on each side of said railroad and drawn at right angles to the direction of the street at points 10 feet beyond the intersection of the curb lines by the center line of the track of said railroad or in the case of more than one track, the center line of the outside track of said railroad. Nothing in this ordinance shall prevent proper authorities from having same jurisdiction over streets and portion thereof covered by

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and the same and in the same a Dec. 6, 1921.

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this franchise which they have or shall hereafter be authorized by law to exercise over the public streets of said City and County.

Said Western Pacific shall when required by Resolution of Board of Supervisors station and maintain signal men and gates or such other means of protection at grade crossings at streets as may be required by the Board of Supervisors.

No train, car or locomotive be allowed to stand on any street or street crossing along the route for storage or loading and unloading, it being expressly understood that the rights, etc. of this franchise as regards streets and crossings of streets is for moving cars and the use for yard or terminal purposes is strictly prohibited.

50 Years from Dec. 6, 1921 EXPIRES Dec. 6, 1971.

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Book of Franchises Page 341

WASTERN PACIFIC RAILWAY

50 years from October 23, 1908

A railroad together with all the main tracks, sour tracks, slip tracks, switch tracks, side tracks, crossings, slip switches, freight and passenger depots, and other appendages and adjuncts of said railroad that may be required from time to time during the term of this grant, for the convenient use and operation of the same upon, along, and over a route described as follows:

Beginning at the Water Front of said city and county of San Francisco, on the Bay of San Francisco, between To enty-fourth struct and Thenty-sixth street, and running thence westerly between said streets and across the intervening blocks, streets, alleys and public places to the west line of Michigan street, between the south line of Twenty-fifth street and a point 200 feet southerly therefrom; thence westerly across the northerly half of the tier of blocks between Twenty-fifth street and Twentysixth street and across the intervening blocks, streets. alleys and public places to the easterly line of Towa Street: thence on a curve to the northwest. across Iowa and Twenty-fifth streets at or near the intersection there-of; thence northwesterly across the block bounded by Twenty-fifth, Twenty-third, Iowa Streets and Pennsylvania Avenue; thence northwesterly across Pennsylvania Avenue, between a line drawn parallel to and one hundred feet distant northerly from the northerly line of Twenty-third street and a line drawn parallel to the southerly line of Twonty-third street and 000 feet distant southerly therefrom: and across Twenty-third street, between the easterly line of Pennsylvania avenue and a line drawn parallel to feet westerly therefrom: thence northwesterly across Potroro Block 299; thence northwesterly across and beneath Mississippi street, between Twenty-second and Twenty-third str to by means of a subvey or subveys; thence north-setur-ly across the block bounded by Twenty-third, Trenty-second, Trand Hississippi streets; thence northyesterly across and beneath Texas and Twenty-second streets at or near the

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thence northwesterly to a point in Potrero Block 265; thence northwesterly by means of a tunnel or tunnels beginning in said Potrero Block 265 and running across and underneath Missouri street, across and underneath the block bounded by Connecticut, Missouri, Twenty-second, and Twentieth streets, across and underneath Connecticut. and Twentieth streets at or near the intersection thereof. across and underneath Potrero Block 231, across and underneath Ariansas and Mineteenth streets, at or near the intersection thereof, to a point in Potrero Block 209 and the end of said tunnel or tunnels: thence continuing northwesterly across said Block 209: thence northwesterly across Wisconsin and Ei hteenth streets, at or near the intersection thereof: thence northwesterly across Potrero Block 199; thence northwesterly across Carolina and Mariposa streets, at or near the intersection thereof; thence northwesterly across Potrero Block 173; thence northwester-Ly across Deligo and Seventeenth Streets at or near the intersection thereof; thence northwesterly across Potrero Block 165; thence northwesterly across Rhode Island and Sixteenth Streets, at or near the intersection thereof: thence northwesterly across Potrero Block 136; thence northwesterly across Kansas and Fifteenth streets, at or near the intersection thereof; thence northwesterly across Potrero Block 132: thence northwesterly across Vermont and Alameda streets, at or near the intersection thereof; thence northwesterly across Potrero Block 99: thence northwesterly across Division street; thence across the block bounded by Brannan, Eighth, Townsend, Division and Ninth streets; thence northeasterly across Eighth street, between the southeasterly line of Brannan street and a line drawn parallel thereto and 275 feet distant at right angles southeasterly therefrom; thence northeasterly across the block bounded by eighth, Brannan, Seventh and Townsend streets, to the northeasterly line of said block; also extending from said block bounded by Brannan, Eighth, Townsend, Division and Ninth streets northwesterly across Brannan street, between the northeasterly line of Ninth street and a line drawn parallel thereto and distant 275 fect at right angles northeasterly therefrom, and across the block bounded by Minth, Bryant, Eighth and Brannan streets to the northwesterly line of said block; said railroad to cross all of the streets crossed by it in

Ord. No. 582 New Series Contd.

accordance with said route at the official grade of said streets save and except those streets within the limits of said tunnels or subways hereinbefore mentioned, which said last montioned streets said roll-road shall pass underneath by means of a tunnel or tunnels, or other subway or subways.

II. Part the fight, privite o, per ission and freachise hereby granted is granted upon the following conditions, to wit:

(a) That said Western Pacific Railway Company, its successors in interest or assigns, shall at the time of the construction of said railroad, construct and thereafter maintain, at its own expense, a good and sufficient bridge, viaduct or other structure for the purpose of carryin Mississippi street across and over the tracks of gaid rellroad at the point of crossing thereof hereinbefore mentioned, said street to be so carried across and over said railroad by said bridge, viaduct or other structure upon the present official grade of said street with a roadway width of thirty-four (34) feet and a sidewalk on each side of eight (8) feet in width, and said bridge, viaduct or other structure to be constructed in accordance with plans first submitted to and approved by the Board of Public Works of the said city and county of San Francisco. That said Western Pacific Railway Co. its successors in interest or assigns, shall at the time of the construction of said railroad, either construct and thereafter maintain at its own expense good and sufficient bridges, viaducts or other structures for the purpose of carrying Texas street and Twenty-second street across and over the tracks of said railroad at the points of crossing thereof hereinbefore mentioned, or shall divert said streets from their present location and construct the same on a location that shall cross said railroad of the Western Pacific Railway Company over the tunnel of said company hereinbefore mentioned. In case said streets are carried across and over the tracks of said railroad at points of crossing thereof hereinbefore mentioned, said streets shall be so carried across and over said railroad by bridges, viaducts or other structures upon the present official grades of said streets, with roadway and sidewalks

the same as herein provided for the crossing of Mississippi street, and said bridges, viaducts or other structures shall be constructed in accordance with plans first submitted to and approved by the Board of Public Works of the said city and county of San Francisco. In case said streets are divorted from their present location and constructed upon a location that shall cross said railroad of the Western Pacific Railway Company over the tunnel thereof, said streets shall be located and constructed in accordance with plans first submitted to and approved by the Board of Public Works of the said city and county of San Francisco.

(b) That the Board of Supervisors of said city and county of San Francisco shall have the right at any time after July 1, 1915, to require said Western Pacific Ry. Co. its successors in interest or assigns, to construct a good and sufficient viaduct on Kentucky street for the passage of vehicles and pedestrians over the tracks of said railroad crossing of said street, the expense thereof to be borne as the said Board of Supervisors may prescribe, either by said Western Pacific Railway Company, its successors in interest or assigns, exclusively, or by said Western Pacific Railway Company, its successors in interest or assigns, and such other persons and corporations, exclusive of said city and county of San Francisco, as will be benefited by the construction of said viaduct. Said viaduct shall be constructed according to plans first submitted to and approved by the Board of Public Works of said city and county of San Francisco.

That the Board of Supervisors of said city and county of San Francisco shall have the right, at any time after July 1, 1915, to require said Testern Pacific Railway Co. its successors in interest or assigns, to construct a good and sufficient viaduet on any one freet to be designated by said Board between the crossing by said railroad of Wisconsin and Eighteenth streets and the crossing of said railroad of Alameda and Vermont streets, both of said crossings included, for the passage of vehicles and pedactrians over the tracks of said railroad, the expense thereof to be borne as said Board of Supervisors may prescribe, either by said Western Pacific Railway Co. its successors in interest or assigns exclusively, or by said Western Pacific Co., its successors in interest or assigns exclusively of said city and county of San Francisco as will be benefited by

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the construction of said viaduct. Said viaduct shell be constructed according to plans first submitted to and approved by said Board of Public Works of said city and

county of San Francisco.

That said Board of Supervisors shall also have the right at any time after July 1, 1915, and after the extension of Bighth street southeasterly from Division street across Potrero Blocks 160 and 170, to Carolina street or Fifteenth street, to require said Western Pacific Railway Co.. its successors in interest or assigns, to construct a good and sufficient viaduct on Eighth street for the passage of vehicles and pedestrians over the tracks of said railroad crossing Righth street, between Brannan and Townsend streets, the expenses thereof appertaining to the portion of said viaduct from the southeast line of Brannan street to the northwest line of Townsend street to be borne exclusively by said Western Pacific Railway Co., its successors in interest or assigns, and the expense thereof appertaining to the remainder of said viaduct to be borne. as the said Board of Supervisors may prescribe, either by the said city and county of San Francisco or by such other persons and corporations, exclusive of said Western Pacific Railway Co., its successors in interest or assigns, as may be benefited by said viaduct or by said city and county of San Francisco and such other persons and corporations. Said viaduct shall be constructed according to plans first submitted to and approved by the Board of Public Works of said city and county of Ban Francisco.

Western Pacific Railway Co. its successors in interest or assigns, shall grade, curb, pave and keep in repair, in such manner and with such material as may from time to time, be prescribed by the proper authorities of said city and county of San Francisco, all streets crossed by said railroad at grade from curb to curb and between two lines, one on each side of the tracks of said railroad and drawn at right angles to the direction of the street at points ten (10) feet beyond the intersection of the curb lines by the center line of the track of said railroad, or in case there is more than one track, the center line of the outside track of said railroad.

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- (i) That no train, car or locomotive shall be allowed to stand on any street or street crossing at grade clong the route of said railroad either for storage or for the purpose of being loaded or unloaded.
- (i) The nature and character of the tracks and pavements on all streets occupied or cross by said railroad and on all viaducts herein provided for carrying streets and sidewalks shall be as prescribed by said Board of Public Works or other proper authorities of said city and county, and in general, unless otherwise so prescribed, said tracks shall be of grooved girder rails of nine inches in depth and said pavements shall be of basalt blocks laid on concrete and grouted with hot asphalt and gravel as proscribed in the standard specifications for this type of payement, and also unless otherwise so prescribed the roadway of bridges or viaducts and the approaches thereto shall be of the same material. Also in general, unless otherwiso prescribed, all bridges or viaducts required hereunder shall be of steel or iron with abutments and piers of either concrete, masonry, iron or steel and the abutments shall be placed back of the street line and the piers or columns within six inches of the curb line and parallel thereto and if approved by the Board of Public Works, or other proper authorities of said city and county of San Francisco, in the middle of the street.

In case it shall be necessary for the purpose of constructing any viaduct or viaducts herein required to widen the streets upon which the same are placed, such greater width shall be considered as included in said streets and the easement for such greater width shall be acquired and ceded to said city and county of San Francisco and the expense of such acquisition and cession shall be considered as a part of the expense of the construction of said viaduct and shall be borne in the manner in which it is herein provided that the expense of the construction of the particular viaduct by reason of which such easement is required

is to be borne.

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THE WESTERN PACIFIC RAILROAD CO.

Bill 5844 · Ord. 5502 N.S. Dec.6, 1921

50 years from Tec. 6, 1921

Granted right to construct, maintain, and operate single or double track along, across, over, and under necessary poles, feed, trolley, guy, stay and controlling wires, overhead construction connecting tracks, wye tracks, side tracks, turnouts, curves, switches, crossings, spur tracks, yard tracks, depot tracks, terminal tracks, depots, stations, buildings, machine shops and facilities.

Commencing at a point in the northerly half of Potrero Mueva block 440 and running thence westerly and southerly on a curve to the left across Michigan street and across Potrero Nuevo Block No. 433 to a point in Illinois street at the intersection thereof with Twenty-sixth street on the easterly side of the joint tracks of the Southern Pacific Company and Atchison, Topeka and Santa Fe Railway Company on said Illinois street; thence in a straight line diagonally southerly across said tracks to a point in Illinois street on the west side of said tracks: thence southerly and westerly on a curve to the right across Potrero Nuevo Block No. 403, across Army Street, across the northwest corner of Potrero Nuevo Block No. 402 and across 3rd street to a point in Potrero Nuevo Block No. 399 on the westerly side of said 3rd street twenty-five feet south of the point of intersection thereof with the southerly line of Army street; thence across private property westerly, parallel to and immediately south of Army street to Connecticut street, crossing Tennessee, Minnesota, Indiana and Iowa streets, Pennsylvania avenue, Mississippi, Texas, Missouri and Connecticut streets at grade: thence across private property by curve to the left and tangent to Orleans street at its intersection with Norman street, crossing Arkansas, wisconsin, Carolina, DeHaro, Mazzini, Norman and Orleans streets at grade; thence across private property by curve to the left crossing Jerrold avenue, formerly Luck street, at grade, and entering Barneveld avenue near the southerly line of said Jerrold avenue; thence along Barneveld avenue and Loomis street at grade to a point on the westerly side of said Loomis street approximately 140 feet north, measured along the westerly line of Loomis street from the intersection thereof with the northerly line of Caterloo

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Western Pacific Railroad Co. Bill 5844 Ord 5502 N.S. Cont.d. Page 2.

Also a connecting track from said last described track to the joint tracks of the Southern Pacific Company and the Atchison, Topeka and Santa Fe Railway Company on Illinois street in the following memner:

Commencing at a point of connection with said joint tracks at a point on Illinois street between Army street and Marin street and running thence northerly on Illinois Street on the easterly side of said joint tracks to a connection with the tracks of The Western Pacific Railroad Company first hereinabove described at or near the intersection of Illinois street with Twenty-sixth street.

Also a connecting track from the said premises and tracks of the Western Pacific Railroad Company first hereinabove described to said joint tracks of the Southern Pacific Company and the Atchison. Topeka and Santa Fe Railway Company in the

following manner:

Commencing at a point of connection with said joint tracks on Illinois street between Twenty-fifth street and Twenty-sixth street and running thence southerly on Illinois street on the easterly side of said joint tracks to a connection with the tracks of the Western Pacific Railroad Company first hereinabove described at or near the point of intersection of Illinois street with Twenty-sixth street.

Also a spur track leaving the premises and tracks of the Western Pacific Railroad Company first hereinabove described on private property at a point approximately 480 feet east of Jerrold avenue, measured along the said track first hereinabove described; thence across private property by curve to the right and tangent thereto, crossing Marin street at grade; thence across private property to a point on the southerly line of Army street approximately 165 feet distant. measured easterly along said southerly line of Army street,

from the easterly line of San Bruno avenue.

Also a spur track connecting with the last above described spur track on private property at a point approximately 230 feet south of Marin street, measured along said last described spur track; thence in a northerly and northwesterly direction across private property crossing Marin street, San Brune avenue, Holladay avenue, Army street and Andrew street at grade; thence in a northerly direction over and across property of the City and County of San Francisco easterly of and parallel with the easterly line of Potrero avenue; thence upon and across the easterly side of said Potrero avenue at grade to a connection with the tracks of the Municipal Railway of the City and County of San Francisco at or near the intersection of said Potrero avenue and Twenty-fifth street.

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Western Pacific Railroad Co. Bill 5844 Ord. 5502 N.S. Cont. d. Page 3

Also a spur track leaving said last described spur track at a point approximately 200 feet northerly, measured along said track from the northerly line of Andrew street; thence running northerly on the easterly side of said track upon private property a distance of 300 feet more or less.

Soc. 2. The right, privilege, permission, and franchise hereby granted shall not be taken to be an exclusive right, and in that behalf the said The Western Pacific Railroad Company, its successors in interest or assigns, shall allow any other railroad company to use in common with it the track or tracks of said railroad, each company paying an equal portion for the construction and repair of the tracks and appurtences so used iointly.

That the use of all the rights, privileges, permissions and franchises granted by this ordinance shall at all times be subject to regulation by the Board of Supervisors of said City and County, or by such other duly constituted public

authority as may have authority thereover.

That the cars of any railroad company whose line of railroad now or heroafter connects with the railroad, the right, priviles, permission and franchise for which is heroby granted, which are delivered to said The Western Pacific Railroad Company, its successors in interest of assigns, at such point of connection shall be switched by said The Western Pacific Railroad Company, its successors in interest or assigns, to any point on said railroad or on any industry spur, or property owner's track connected therewith on which said The Western Pacific Railroad Company, its successors in interest or assigns, may have or be given the right to switch cars for the purpose of receiving or delivering freight in carload lots; such switching to be done by said The Western Pacific Railroad Company, its successors in interest or assigns, upon fair, just and equal terms as to charge and service.

That said The Western Pacific Railroad Company, its successors in interest or assigns, shall lay and maintain all the tracks of said railroad crossing any street at grade flush with the surface of said street with rails of approved girder type, or such other type of construction as is in general use at that time, where and when directed by the Board of Public Works wherever the same is or shall be graded to the official grade and in such manner as to offer as little obstruction as practicable to the free use thereof by the public and by vehicles, and that said The Western Pacific Railroad Company, its successors in interest or assigns, shall grade, curb, pave and keep in repair, in such manner and with such material as may, from time to time, be prescribed by the proper authorities

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of said City and County of San Francisco, all streets crossed by said railroad at grade from curb to curb and between two lines, one on each side of the tracks of said railroad and drawn at right angles to the direction of the street at points ten (10) feet beyond the intersection of the curb lines by the center line of the track of said railroad, or in case there is more than one track, the center line of the outside track of said railroad. Provided, however, that nothing in this ordinance shall be construed as preventing the proper authorities of said City and County from maintaining and exercising the same jurisdiction over the streets and portions of streets covered by this franchise which they are or shall be hereafter authorized by law to exercise over the public streets of said City and County.

The rights hereby granted are upon the express conditions prescribed in and by the Cherter of the City and County of San Francisco, and especially in and by Subdivision 28 of

Section I, Chapter II, Article II, thereof.

The character and general arrangement of all structures herein referred to, the materials of which they are to be built and all work of whatsoever kind upon the streets shall be subject to approval of the Board of Public Works, and the nature and character of tracks to be used, shall be prescribed by said Board of Public Works.

Said The Western Pacific Railroad Company, its successors in interest or assigns, shall, whenever so required by resolution of the Board of Supervisors, station and maintain signal men and gates or such other means of protection at such street crossings at grade by said railroad, as may be required

and designated by said Board of Supervisors.

That no train, car or locomotive shall be allowed to stand on any street or street crossing at grade along the route of said railroad either for storage or for the purpose of being loaded or unloaded, it being the express understanding and condition of the right, privilege, permission and franchise hereby granted, that so far as the same extends on or across streets, the same is to be exercised exclusively for the purpose of moving cars along and across said streets and the use of streets or the crossings of streets for yard or terminal purposes is expressly prohibited.

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CRINTING PERMISSION TO UNITED STATUS NAVY FOR SPUR TRACKS IN HUNTURS POINT DISTRICT

(Series of 1939)

July 13, 1942

Bill No. 1770, Ordinance No. 1703, as follows:

Cranting permission, revocable at the will of the Moard of Eupervisors, to the United States Many to construct, operate and maintain certain spur tracks to give access to the Maval Dry Books at Munters Point.

Be it ordained by the People of the City and County of San

Francisco, as follows:

Lection 1. Pursuant to the recommendation of the Director of Public Works, permission, revocable at the will of the Board of Supervisors, is hereby granted to the United States Navy to construct, operate and maintain certain spur tracks to give access to the Naval Dry Locks at Hunters Roint, connecting a spur track for which permit was granted the Louthern Pacific Company by Separtment of Public Morks Order No; 18,020, dated June 3, 1942, said latter spur track crossing Lancroft Avenue southeasterly from Ingalls St., thence in an easterly direction to Munters Point. Permission granted herein applies particularly to the following areas under the jurisdiction of the Lepartment of Public Works:

Armstrong Avenue southeasterly from Ingalls Street;
Yosemite Avenue southeasterly from Ingalls Street;
Mallace Avenue southeasterly from Ingalls Street;
Wan Lyke Avenue southeasterly from Ingalls Street;
Haves Street southwesterly from Underwood Avenue;
Fawes Street and Underwood Avenue, crossing;
Underwood Avenue southeasterly from Hawes Street;
Thomas Avenue southeasterly from Hawes Street;
Thomas Avenue southeasterly from Hawes Street;
Revere Avenue southeasterly from Mawes Street;
Quesada Avenue southeasterly from Mawes Street;
Palou Avenue northwesterly from Griffith Street;
Palou Avenue and Criffith Street, crossing;
Oakdale Avenue southeasterly from Fitch Street;
Oakdale Avenue southeasterly from Fitch Street;

thence southeasterly into properties being acquired by the United States Mavy under eminent domain proceedings.

Section 2. Said permission is granted subject to the provisions of Ordinance No. 69, New Series, of the Board of Supervisors, approved by the Layor October 12, 1906, now contained in Part 11, Chapter R, Article 11 of the Lan Francisco Municipal Code, and all of the provisions and conditions contained therein are hereby made a part of this permit to the same extent as if they were specifically set forth herein.

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Section 3. All work shall be done in accordance with drawings of the Tureau of Yards and Docks of the United States Navy Department and titled "Y and To Erawings No. 194330, 194331, 194332, 194, 333, and 194,334" as amended by the City Engineer's office and dated Tay 7, 1942. Y and D Drawing No. 194332 shows 8-inch V.C.P. culverts, and it is hereby specified that said culverts are to be constructed with 10-inch V.C.P.

Section 4. All work shall be done in accordance with grades approved by the City Engineer. The City and County of San Francisco shall be kept free from all harm and liability for damage on account of the construction, operation or maintenance of said spur tracks, and any claim arising from said construction, operation or maintenance shall, after adjudication, be met by permittee.

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EXPLANATION OF SPUR TRACK TABLES

This portion of the report is divided into four parts:

- (1) Spur Track Permits showing data pertinent to existing spurs -
- (2) Spur Track Permits granted by Ordinances which are still in force but tracks do not exist -
- (3) Spur Track Permits granted by Director of Public Works which are still in force but tracks do not exist These were granted since 1936. -
- (4) Spur Track Permits prior to 1907 for which the descriptions are very vague and can not be identified-

DEFINITIONS

- GRANTEE The person, firm or corporation to whom permission was granted to construct the track.
- PERMIT
 Permission to install spur tracks were granted by ordinance of the Board of Supervisors, and since January 8, 1932, by order of the Director of Public Works in a heavy industrial zone.
- DATE
 The date of final passage of the ordinance, or the date when signed by the Mayor. No distinction is made between these two dates, because of the great amount of additional research that would be necessary to get the date of the Mayor's signature on each Ordinance. Where permit is by order, the date is that on which permission was granted by the Director of Public Works, except that prior to 1900 the term, 'Order," was used by the Board of Supervisors.
- OBLIGATIONS
 Where permission, other than by franchise, is given to construct a track, the obligations are listed by code symbols in the column headed, "Obligations," and the key to the symbols may be found on pages T-4 & T-5

Where the word "Franchise" appears in the column of obligations, it will be necessary to read the franchise concerned, and copies of the various franchises are made a part of this report. The obligations of a

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DEFINITIONS (cont'd)

franchise are usually so numerous and varied that it is impossible to cover them by the code symbols.

CHARTER

Refers to Charter of 1900 - Article II - Chap. II - Section 3 - pp. 11 - approved by Legislature Nov. 23, 1907.
"All spur or side tracks laid down and in use on

"All spur or side tracks laid down and in use on first day of July 1907, shall be deemed to have been laid down and to be in use by permission of the Board of Supervisors, subject to the provisions of this section."

PRIOR

Refers to old main line franchise for line out Third and Townsend Streets via 26th and Valencia Streets, which road is now abandoned from 23d and Folsom Street to Miguel Street.

MAINTAINED BY

The person, firm or corporation responsible for the maintenance.

PAVEMENT

The amount of paving that should be done adjacent or between tracks to restore the pavement surface to a satisfactory condition. In many cases, it will be necessary to raise the tracks to effect a satisfactory pavement condition. Areas to be repaired are given in square feet, "P" denoting pavement, and "SW" denoting sidewalk. Thus "500 P" denotes 500 sq. ft. of pavement to be repaired, "100 SW"denotes 100 sq. ft. of sidewalk to be repaired.

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ABBREVIATIONS USED

S. P. CO. : Southern Pacific Railroad Company.

Southern Pacific Company.

W.P.R.R. : Western Pacific Railroad Company.

A.T. & S.F. : Atchison, Topeka and Santa Fe Railroad Company.

S.F. & S.J.V. : San Francisco and San Joaquin Valley Railway

Company. This is now A.T. & S.F.

N.W.P.R.R. : Northwestern Pacific Railroad Company.

R.R's. : More than one railroad company.

Harbor Comm. : Board of State Harbor Commissioners.

Ord. : Ordinance of the Board of Supervisors.

Order : Order of the Director of Public Works.

Order B.S. : Order of the Board of Supervisors.

Res. : Resolution of the Board of Supervisors.

J.V. & M. : Joint use and maintenance.

G.O. 15 : Interstate Commerce Commission Order holding

railroad company responsible for lead off main

line or drill track to a point 13 ft. distant.

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CODE SYMBOLS FOR OBLIGATIONS

- A Ordinance No. 69 (New Series) Providing for regulating the construction, maintenance and use of Spur Tracks on and over Public Streets within the City and County of San Francisco, and fixing penalties for the violation thereof Approved October 12, 1906. (See page for copy of Ordinance.)
- A-8 Ordinance No. 69 with special emphasis on Section 8 relating to joint use of spurs by cars of any railway.
- A-X Ordinance No. 69 not specifically mentioned in permit, but subject to provisions of Ordinance No. 69.
- B. All expenses for any additional requirements for surface drainage be paid for by permittee.
- B-1 Provide suitable crossing over drainage ditch, etc. (See Ordinance).
- B-2 When main sewers are constructed in the district, the permittee shall pay for additional reinforcing required to support the tracks.
- B-3 Where sewers are constructed and the tracks constructed over the sewer, permittee shall be required to maintain such sewers and appurtenances. Where sewers are not constructed, the track shall be moved to allow the sewers and appurtenances to be constructed in the centers of the street.
- B-4 Subject to 1932 Charter. Part 2, Chapter X, Article II, San Francisco Municipal Code which embodies Ordinance No. 69 and especially Section 8 thereof.
- B-5 Permittee shall be required to maintain and repair the sewer if necessary.
- O Permittee shall erect and maintain all night lighted electric lights where directed by the Lighting Committee of the Board of Supervisors.
- D All tracks in streets to be constructed with girder rails.
- E Permit may be revoked if permittee neglects for a period of three months to repair the streets covered by the franchise.
- F Any damage to the high pressure main due to construction or operation of the spur track to be paid for by permittee.

Ordinance No. 5th (New Schies) Inswiding to with their ad ower Public Scheece within the Six Six on the Six S San Francisco, and fixing security of the Six

Ordinance No. 69 not specifically mentioned in eval. but subject to provious of ordinance No. 69.

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CODE SYMBOLS (cont'd)

- G No car or cars shall be moved or switched over, or allowed to stand on spur during the hours between 7 A.M. and 6 P.M.
- G 1 Same as G except different switching hours (See Ordinance).
- G-2 No cars shall be allowed to stand on track so as to block traffic for a longer period of time than specified in the ordinance. (See Ordinance)
- G-3 Special provisions limiting termination of spurs in order to keep approaches from intersecting street clear at all times. (See Ordinance)
- G-4 Install bumper at the termination of spur.
- G-5 Spur to be used by permittee only.
- G-6 The permittee shall be restricted to the use of two cars incoming, and two cars out-going per day.
- G-7 No more than two cars shall be spotted on this spur track at any one time.
- G-8 No cars shall be operated over this spur track on Sundays.
- G-9 Flagmen required during certain switching hours.
- G-10 No locomotives, car or cars shall be allowed to stand on any street on or over which this spur track is operated at any time, day or night.
- H Street to be kept in repair as prescribed by Board of Public Works, within 60 days after written notice by the Board; all streets crossed by said railroads at grade from curb to curb and between two lines, one on each side of the tracks of said railroads, and 10 feet distant from the center line of the tracks; or in case there is more than one track, the center line of the outside track of said railroads.
- J For transportation of freight only and not as a main line or a part thereof.
- K City shall not be held liable for any claim arising from the maintenance or operation of this spur.
- L Joint use of spur, owners or operators to pay equal portion for construction and repairs, and such track and appurtenances so jointly used shall be owned in common.
- M Cars may be switched on Second Street between King and Folsom Streets at any hour during the day and night; a flagman be stationed at each street crossing or intersection.

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TABLES

SPUR TRACK PERMITS

SHOWING DATA

PERTINENT TO

EXISTING SPURS

SPUR PRWOK PERMITS

	PAVIT		800 P				4				400 P	800 P 30SM		-8
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The state of the s	OBLIGATIONS.	A8 - G2	No Data	A8, G2	:A8, G2	8/16/16 .48,8,0,62,J	AX A8,B,C,G2	AX	Franchise		1	AX	A8, B, C, D	A,Bl,B3,D,H, L
	DATE	7/20/10		7/20/10	7/20/10 :A8, G2 8/16/16	8/16/16	2/3/14 6/14/10 9/16/13	1907	1/ 7/04	No Data	ı	2/20/02	6/20/27	6/24/31
TO THE REPORT OF THE PROPERTY	PERMIT	Ord.1255 NS	1	ord 1255 N.S. 7/20/10	Ord.1255 NS Ord.3847 NS	ord.3847 ES	Ord.2617 NS Res.6032 NS Ord.2444 NS	Charter	Ord. 1095	t.	No Franchise Prior Rights	Ord. 160 NS	ord.7585 NS	T- 6 Ord. 9014 NS
	GRANTEE	W.P.R.R. S.P. Co.		F.E. Knowles	W.P.R.R.	Stauffer Chemical	S.P.R.R.	S.P. Co.	S.P. Co.	A.T.& S.F.	S.P. Co.	Real Estate & Fev. Company	Simon Mattress Ord.7585 NS Company	S.P. Co. T-
	L. CATION	Uteh St. to San Bruno Avenue	Uteh to San Brum	Vermont to San Bruno	Utah St. to Petrero Ave.	Utah to Potrero	Florids to Treat	Treat to Florida	Third to Illinois	Louisiana to Georgia	Crystal & San Jose	16th to 17th	Lane St. to . Wendell	Ingalls to Jennings
	STREET	alemeda St.	Alameda St.	Alameda St.	Alemeda St.	Alameda St.	Alameda St.	Alameda St.	Alemeda St.	Alameda St.	Alemany Blvd.	Arkansas St.	Armstrong Ave.	Armstrong Ave.

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Howes to Ingalls S.F. Co. Ord.9014 NS		Ord.9014.1	03	6/24/31	A,Bl,B3,D,H,	U.S.Navy	
Hawes to Ingalls U.S. Wavy Ord. 1703	trightings -decreasing land	ord. 1703		7/13/42	A, B4, L	U.S.Navy	
Hawes to Ingalls S.P. Co. Ord.9014 NS		0rd.9014	SS		6/24/31 A.D.Bl. H.B3.	Grantee	
Mississippi to W.P.R.R. Ord.6610 NS Missouri	æ.	Ord.661	SMC	4/27/25	В,С,Д,А8	Grantee	
Illinois to W.P.R. Ord.550	MadMarkett Lands and the ar make the	Ord.550	NS NS	ord.5502 NS 12/ 6/21	Franchise	Grantee	
Kansas to Vermont W.P.R.R. Ord.1147	W.P.R.R.	Ord.114	<u>-</u>	4/25/43	A8, B4	Grantee	40 SM
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Pennsylvania to S.PCo. Ord.1095		Ord.109	0	1/7 /04	Franchise	Grantee	
Third St. to S "". Ord.1407 NS 12/ 5/10 AX Newhall	3.F. % 0rd.140	Ord.140	N N S	2/ 5/10	ЭX	e. e.	
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Bancroft Ave.	Third to Mendell	Premier Bed & Spring Co.	Ord.6650 NS 5/18/25	5/18/25	АВ, О	Industry	
Bancroft ave.	Third to Mendell	Kortick Mfg.	ord. 1772	9/10/42	A8, B, B4	Industry	
Barneveld Ave.	Jerrold to McKinnon	Reinhart Lum- ber & Milling Company	0.6050 NSE0/22/23	0/22/23	0,8,8,0	W.P.R.R.	-
Barneveld ave.	Jerrold to McKinnon	W.P.B.R.	Ord.5502 NS 12/6/21	12/6/21	Franchisc	Grantee	
Barneveld Ave.	Jerrold to McKinnon	W.P.R.R.	Ord.6805 NS 10/6/25	10/6/25	A8,B,C,D	Grantee	
Barstow St.	6th to 16th	S.P. Co.	Charter	1907	×	Grantee	
Bartlett St.	24th to 25th	S.P. Co.	No Franchise Prior Rights Abandoned				170 P 10 SW
Battery St.	Lombard to Greenwich	City Ware- house Co.	ord. 206	1/7/01		Merchants Ice & Cold Storage	180 P
Beach St.	Polk to Larkin	S.P. Co.	ord. 255 NS 9/18/07	9/18/07	АХ	Grantee	2250 P
Beach St.	Polk to Larkin	D. Ghirardelli	ord. 318 NS 12/11/07	12/11/07	AX	S.P. Co.	
Beach St.	Polk to Van Ness	S.5. Co.	Ord. 255 NS	9/18/07	AX	Grantee	
Beach St.	Hyde to Larkin	S.P. Co	Ord. 255 NS	9/18/07	Χū	Grantee	812 P
Beach St	Hyde to Larkin	Piedmont Winery Co. T.8	ord.1985 NS	8/21/13	Хь	S.P. Co.	20 P

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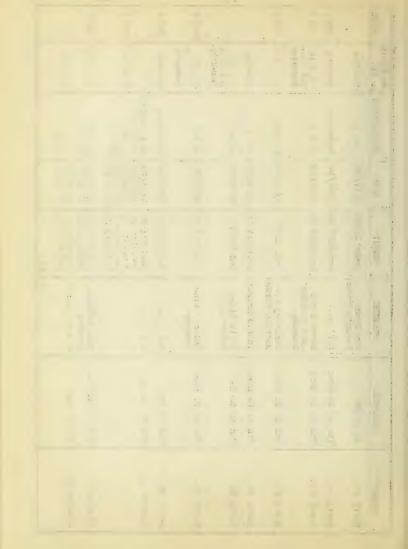
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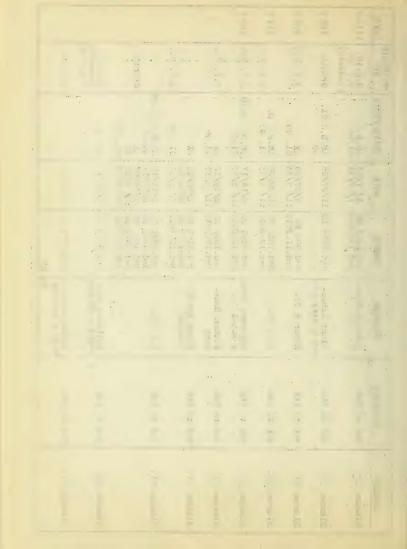
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PERMIT	Order 10589	Ord.2683 MS	Ord.5961 NS	urd. 1173	ord.6019 NS	Ord.744 NS	ord.6742 NS 8/17/25 4.8,B,C	ord.2683 NS	ord.4831 NS 4/23/19 ord.4085 NS 2/27/17 ord.122 NS 2/14/97 ord.222011 7/2/35 ord.5919 NS 10/2/16	-	DAT 1100 600
GRANTEE	Overland Freight Trans	S.P. Co.	North Beach Auto Houling Company	Sanitary Reduction Works	Thos.G.Knight	Prett Bldg. Material Co.	Union Paving Company	S.F. Co.	S.P. 00.	John Bollman Company	Roger Tohnson
LOCATION	2d to 3d	7th to De Haro	7th to De Haro	7th to De Haro	7th to De Haro	7th to De Haro	7th to De Haro	6th to 7th	4th to 5th St.	4th to 5th St.	4th to 5th
STREET	Berry St.	Berry St.	Berry St.	Berry St.	Berry St.	Berry St.	Berry St.	Berry St.	Bluxome St.	Bluxome St.	DIUXOME ST.



PAVIT	1130 P	125 P	200 P	414 P	100 P					
MAINTAIN	G.0.15 S.P. Co.	Grantee	S.P. Co.	S.P. Co.	S.P. Co.	S.F. Co.	S.P. Co.	Grantee	G.0.15 Industry & S.P.Co.	Grantec
OBLIGATIONS	48,B,C	48,B,C,G1,	A.X. G9	A8,B,C D,	A8, B, C, G2,G1 G1, G9	AX G1,G9	AX G1, G9	A8,B,C,G1,G9 A8,G1,G9 AX G1 G1, G9	A8, B	X
DATE	4/ 7/24	11/27/28	9/27/09	11/22/26	5/14/17	8/19/12	1/26/15 2/14/10 7/ 5/33	4/21/19 2/27/17 2/14/07 10/ 2/16 7/ 5/33	8/25/19	7/19/09
PERMIT	ord.6193 NS	ord.8275 NS 11/27/28	0:d.900 NS 9/27/09 0rd.12.2010 11/ 5/33	Ord.7310 NS 11/22/26 Ord.12.2010 11/ 5/33	ord.4191 NS ord.12.2010	ord.1984 NS 8/19/12 ord.12.2010 11/ 5/33	ord.3107 NS Ord.1077 NS Ord.12.2010	ord.4851 NS ord.4085 NS ord.152 NS ord.3919 NS ord.2919 NS	Ord.4929 NS	ord. 837 NS
GPANTEE	Rathjen Bros.	Plant Asbes-	Moran & Co.	· · · · · · · · · · · · · · · · · · ·	Sugarman Iron & Metal Co.	Nathan Dohr- mann	Moody Estate Company	S.P. Co.	Holbrook Mer- rill & Stetson	Holbrook Mer- rill & Stetson
LOCATION	4th to 5th	4th to 5th	4th to 5th	4th to 5th	4th to 5th	4th to 5th	5th to 6th	5th to 6th	5th to 6th	Eth to 6th
STREET	Bluxome St.	Bluxome St.	Bluxome St.	Bluxome St.	Bluxome St.	Bluxome St.	Bluxome St.	Bluxome St.	Bluxome St.	Bluxome St.



at a te ment or			No. of the last of			Married Spirits and American Spirits and Married Spirits and Marri	The same of the same of the same of
STPEET	LCCATION	GRANTEE	PERMIT	D.TE	OELIGATIONS.	Maintain BY	PAVIT
Bluxome St.	5th to 6th	M. Friedman & Company	ord. 899 NS	60/12/6	χΨ	S.F. 00.	
Bluxome St.	5th to 6th	Nathan Dohr-	ord.1984 NS	8/19/12	ΑίΧ	S.P. Co.	
Bluxome St.	5tl. to 6th	Sugermen inon & Metal Co.	or1.4191 NS	5/14/17	A8,B,C,G2,	S.P. Co.	
Bosworth St.	Arlington to Lyell	S.P. Co.	No Franchiæ			- staker ritt	
Brannan St.	5th to 6th	S.P. Co.	ord.6668 NS	6/15/25	A8, B, C, D, B2, B1	S.P.Co.&	
Brannan St.	9th to 10th	Richmond Sanitary Mfg. Co.	ord.6052 NS 11/19/23	11/19/23	A8,B,C	G.O.15 R.R. & Industry	
Brannan St.	Division to Utah 9th to 10th	F.E. Knowles	3rd.3538 NS 12/13/15	12/13/15	Χ'n	R.R.	
Brannan St.	9th to 10th	Holmes Inv.Co.	3rd.4757 NS	1/13/19	248,B,C	Grantee	
Brannan St.	Fremont to First	W.P.R.R.	Order 18570	9/18/45	r.	Grantee	
Brannan St.	Fremont to First	Pac.Cosst Coal	Ord.1570 NS 10/31/10	10/31/10	AX	No Deta	
Brannan St.	Fremont to First	S.P. Co. Pac.Coast Agre gate Inc.)rd.12.2001)rder 8882	5/16/32 8/24/38	A8,B,C,D,F D	S.F. Co. Grantee	100 P
Brennan St.	Herriet to Luc-	W.P.R.R.)rd.7083 NS	5/8 /26 A8,B,C	48,B,C	Grantee	
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	The state of the s	The Manager of the Control	1.05 CAN AND CO. 10. Sec. Many the same year.		.00	TOUR TO BE THE TOTAL OF THE PARTY OF THE PAR	Petrico Dapa . Ord Fren 62	
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STREET	LOCATION	GRANTEE	PERMIT	DATE	OBLIGHTONS	MAINTAIN BY	P.v.T
Brennan St.	Lucerne to Gilbert	W.P.R.R.)rd.7083 NS 5/ 8/26	5/ 8/26	A8, B, C,	Grantee	
Brannan St.	Gilbert to 7th	W.P.B.R.	ord.7083 1.5: 5/ 8/26		0,8,8,0	Grantce	18 P
Brannan St.	8th to 9th	W.P.B.R.	or1. 582 NS 10/22/08	10/22/08	χv	Grantoe	125 P
Brannen St.	Langton to 8th	W.P.R.R.	or1.7083 NS 5/ 8/26	5/ 8/26	AB, B, C,	Grantee	160 P
Brannan St.	Largton to 8th Wli.	National Car- bon Company	ord.5843 NS	7/24/16 AX,0	ې(X۲۰	W.P.R.R.	and the second of the second
Brannan St.	Largton to 8th	McNab & Smith	ord.5716 NS	8/ 9/22	48, B, C, D, B2	W.P.R.R.	
Brantan St.	7tl to Langton	W.P.R.R.	Ord.7083 NS	5/ 8/26	18, B, C	Grantee	
Brennan St.	6th to Harriet	W.P.R.R.	Ord.7083 NS	5/ 8/26	48,B,C	Grantee	
Broadway	Drumm to Davis	Swift & Co.)rd.1125 NS	3/22/10	Ϋ́	S.P. 30.	108 F
Broedwey	Drumm to Devis	Harbor Comm.	1rd.362	10/42/6	No Deta	S.P. Co.	750 P
Bryant St.	Streto 9th ().	W.P.R.R.	Ord.4303 NS	8/27/17	A8, 3, C	Industry	8 %
Bryant St.	Main to Beale	Harbor Comm.		a THERMAN ST. An.	No Date	Grantee	to and
Bryant St.	Division to	S.P. Co.	Charter 1907	ST MENT STATE AND A ST contract	X	Grantee	760 F
Bryant St.	Division to	S.P. Co.	Res.6032: NS	6/13/10		Grantee	870 P
Bryant St.	Beale to First	S. P. Co.	Ord.5748 NS Ords.6067, 7511,8095	4S 11/20/22 T- 14	11/20/22 48,B,D,G5	Grantee	280 P
	Control of the Control of Control		and the transfer of the same o		Agenda of the same		

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		•	1.5%			West La		1 125/1947	100	
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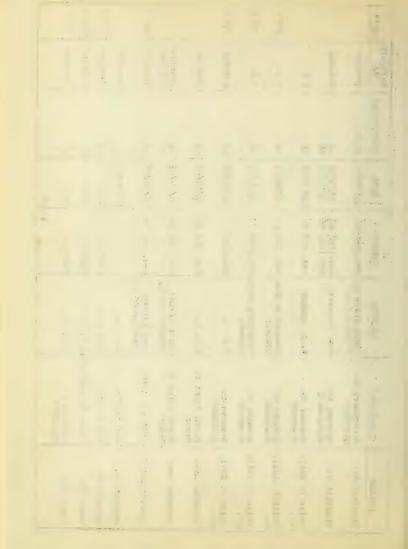
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MAINTAIN	0000	S.F.Jo & Industry G.0.15		Grantee	61	Grantee	Grantee	S.F. Co&	S.P. CO.	S.P. Co.	R.R. & Industry	R.R. & Industry	Grantee
31 1 3 5 1 5 1	14	≽∢	y v	Frinch.c.	X	Frenchese	8,B,C,D	A8, B, C		Franchise	Xix	100	48,B,C,G1,B5 B5,C9
D. TE	5/26	7/13/42	3/12/17	5/16/01	12/ 5/10	12/23/08	5/23/27	9/15/24 A8,B,C	7/ 2/29 A8, B, D.	5/24/05	12/11/05	4/1/59	9/12/25 6/11/28
T.W.E.S.	2rd.2756 12	7rd.1699	ord.4104 MS	Ord. 295	ord.1407 NS 12/ 5/10	ond. 582 NS 12/23/08	Ord.7554 NS	ord.6348 ms	ord.8469 NE ord.8470 NS	Jrd.1470 !	0rd.1679	ord.8398 MS 4/ 1/29 48.B.C.D	ora 6774 NS 9/12/25 ora 8077 NS 6/11/28
OP. NTEE	Schmidt Lith. Co.&Hawley & Munson	Patenson Fac. Parchment Co.	Megnolic Metal Co.	A.T. & S.F.	Miller & Lux	W.P.R.R.	W.P.R.B.	John Roublings Sons Co.	Richfield 011 Company	A.T. & S.F.	American Fuel Company	Fry Improve- ment Co.	S.P. Co.
	arresponded Sa	Firen to 2d	Firen to 2d	Spear & Main	Newhell to 3d	17th to Mariposa	17th to Maripost	16th to 17th	16th to 17th	15th to lóth	leth to 16th	leth to 16th	Ingalls to Jennings
THE LANGE	Bry. nt Ct.	Bryent St.	Bryant St.	Bryunt St.	Burke St.	Carolina St.	Caroline St.	Ceroline St.	Curoling St.	Carolina St.	Carolina St.	Coroline St.	Carroll Ave.

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正理是	LOCATION	GR.,NTEE	PERMIT	DATE	OBLIGHTION:	Maintail	P. Val
Carroll ave.	Ingalls to Jennings	Stonetex Corp.	3rd.8072 Es	6/ 5/28	∂, B, C	R.R. & Industry	
Cerroll ave.	Jennings to Keith	8.3.00.	ord.8077 NS	9/12/25	A8,8,0,01,B5 B5,69	Grantoe	
Ccrroll Ave.	Jennings to Keith	Pac.Elect. Mfg. Company)rd.6901 NS	NS 12/23/25	48,B,D	R.R. & Industry	
Carroll Ave.	Jennings to Keith	Pac. Elect. Mfg. Company	ord.7988 NE	3/26/28 A8,B,	08,B,0	R.R. & Industry	
Cerroll ave.	Jernings to Weith	A.M. Devincenzi	Order 12550 2/7/40	2/17/40	Rescinded A,B	R.R. & Industry	
Carroll .ve.	Joinings to Keith	Pac. States Construction	Ord.7431 NS	3/7/27	5,8,8,€	Grantee	
Carroll Ave.	Keith to 3d	S.P. Co.	Ord.6774NS	9/12/25	.8,B,C,G1,B5 B5,G9	R.R. & Industry	
Carroll Ave.	Keith to 3d	Pac.Elect.Mfg. Company	Ord.6901NS 12/23/25	12/23/25	D.B.B.D	R.R. & Industry	
Serroll ave.	Keith to 3d	A.M.Devincenzi	Order12205 Order12350	1/17/40 2/ 7/40	Resoinded A,B	R.R. & Industry	
Carroll Ave.	3d to Mendell	S.P.00	Ord.6774NS Ord.8077	9/12/25	.,8,B,C,G1,B5 B5,G9	Grantee Grantee	6.1C. P
Carroll ave.	3d to Mendell	Foster & Kluiser & E.F. Sulphur Co.	Ord.7432NS	3/7/27	48,B,C	Grantee	
Chennell St.	6th to 7th	8,7. Go.	ord 828 NS	60/ 9/1	X	Grantee	

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STEEL ST	TOCHLON	GRANTEE	PERMIT	DATE	OBLIG. TIONS	MAINTAIN BY	PAVIT
Chestnut St.	Mentgomery to	Globe Grain & Milling Co.	Ord.6065 NS	11/26/23	A8,B,C	Grantee	
Chestnut St.	Sensome to Montgomery	M.M. Gopcevic	Ord.1806 NS Ord.1813 NS	2/23/12	AX A X	Grantee	The state of the s
Colin P. Kelly Jr.	Brannan to Townsend	M. J. Hawley	ord. 632 NS	12/.7/08	AX	ж ж.	
Colin P. Keily Jr.	Brannan to Tewnsend	Vermont Marble Ord.	ord. 141 NS	1/28/07	мX	R.R.	700 P
Colin P. Kelly Jr.	Brannan to Townsend	Rosenberg Bros.	Bros. Ord. 1474	5/ 1/05	AX	R. B.	80 P
Colin P. Kelly Jr.	Brannan to Townsend	S.P. Co.	Charter	11/23/07	AX	Grantee	270 P
Columbus Ave.	North Point to Beach	S.P. Co.	Ord. 255 NS	9/18/07	AX	Grantee	many or can beauty on
Columbus Ave.	North Point to Beach	Calif. Fruit Canners Ass'n.	ord. 717 NS	60/5 /4	AX	Grantee & R.R.	
Connecticut St.	St. 16th to 17th	Real Estate Development Co.	ord. 160 NS	2/20/07	AX	Industry	920 P
Daggett St.	6th to 7th	S.P. Co.		No Data		Grantee	
Daggett St.	6th to 7th	S.P. Co.	Charter	1907	XE	Grantee	2250 P
Davis St.	Green to Vallejo	S.P. Co.	Charter	1907	Χ'n	Grantee	3360 P
Davis St.	V£11ejo to Bioadway	S.P. Co.	Charter	1907	AX	Grantee	150 P
			T- 17	17			



P.1V 12	170. F	125 P	4 0 F	210 P	14 P		*	210 P				ž.
MAINTAIN	Grantee	Grantee	3.5.00.	S.F. Co.	S.P. Co.	Grantee	S.P. Co.	Grantee	Grantee	S.P. Co.	G.0.15 R.R. & Industry	Grantee
OBLIGATIONS	No Data	6/18/17 48,B,C,G,G2	×	No Data	XA	6/18/17 A8,B,0,G2,G	Po	6/13/27 A8,B,C,D	AX	AX	А8,В,С	NX.
DATE		6/18/17	1/29/08 AX	5/21/03	3/21/10	6/18/17	- Abandoned	6/13/27	1997	t0/t /t	8/17/25 A8,B,C	1907
PERMIT	No Data	Ord.4221 ES	ord. 349 NS	ord. 726	Ord.1123 NS	ord.4221 NS	No Franchise Prior Rights	crd.7576 NS	Charter	Ord.1173	ord.6742 NS	
CRANTEB	W.P.R.R.	Estate of P. Michelett, Iro	J.H.Newbauer & Ord. 349 NS Co. & Getz Bros	Harbor Comm.	Ewift and Com- Ord.1123 pany	Estate of P. Micheletti, Inc.	S.P. Co.	W. P. R.R.	S.P. Co.	Sanitary Reduc-Ord.1173	Union Paving Company	Alameda S.P. Co. Charter Install barricade at top of wall. Remove column folits. from BW.
LOCATION	Vallejo to Eroadway	Facific to Jackson	Pacific to Jackson	Froadway to Iscific	Froadway to Pacific	Eroadway to Pacific	Dolores to Church	17th to Mariposa W. P. R.R	Alemeda to Division	Alameds to Division	Alameda to Division	t0
STREET	Davis St.	Devis St.	Davis St.	Davis St.	Davis St.	Davis St.	Day St.	De Haro St.	De Haro St.	De Haro St.	De Harro St.	De Haro St. 15th * - Track abananched

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The second second second second	PAV1T			40P					80 P	150 P	e nominator vi	30 P	935 P
the same of the same of	MAINTAIN	S. P. Co.	G.O.15 R.R. & Industry	Grantee	Grantee	Grantee	to the state	e: e:	R.B.	Grantee Grantee	er,	Grantse	Grantee
and when the contract of the c	OBLIC. TIONS	ΥV	38,B,C	Princhise	8,B,c	Frenchise		XX	0,8,B,C	A.8.B.C A.8.C A.8.C	W.	a8, B, C	Franchise
	D.TE	40/4 /4	8/17/25	10/23/08	8/19/24	10/23/08		12/13/15	6/23/24	1/13/19 12/10/08 12/17/23	2/8/07	5/18/26	S 10/23/08 T- 19.
	FERMIT	Ord.1173	Ord.6742 NS	ord. 582 NS 10/23/08	ord.6325 NS 8/19/24	ord. 582 NS 10/23/08	Prior Rights No Franchise Abandoned	ord.3538 Ns	ord.6275 NS 6/23/24	ord.4757 NS Ord.6088 NS	ord. 145 NS	ord.7083 NS 5/18/26	ord. 582 NS 10/23/08 T-119.
	GRANTEE	Sanitary Reduction Works	Union Paving Company	W.P.R.R.	W.P.R.E.	W.P.R.R	. OO . OO .	F.E. Knowles	Amer. Rolling	Halmes Drate, ord. 4757 NS Ocean Shore R.R. Ord. 650 NS City Property Ord.6088 NS Operated by S.P. Co.	Anhauser Busch Brewing Ass'n.	W.P. P.R.	W.P.R.R.
The same of the sa	LOCATION	15th to Alameda	15th to Alameds	16th to 17th	16th to 17th	25th to 26th	Xing San Jose Ave.	Brannan to Bryant	Brannan to	Bryant to Florida	Bryant to Florida	Vermont to San Bruno	Vermont to San Bruno
and the same and a state of the same and the	STREET	D. Mre St.	D. Hero St.	De Haro St.	De Haro St.	Delaware St.	Dismond St.	Division St.	Division St.	Division St.	Division St.	Division St.	Livision St.

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	Section 15	The strain of th	

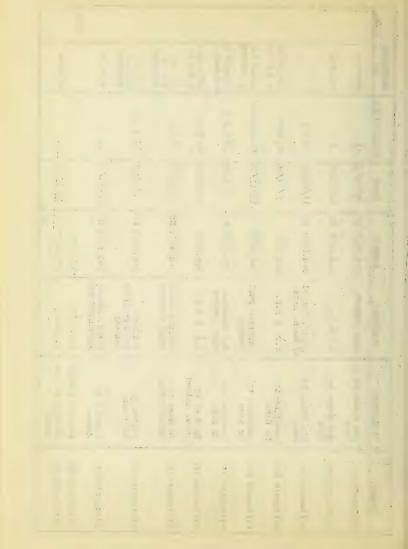
	PAVIT	1620P			330 P		Remove Wall	Remove	330 P		100 P		200 P
MAINTAIN	BY	e: æ.	а. В.	G.0.15 R.R. & Industry	ei ei	ы й.	S.P. Co.	S.P. Co.	Grantee	Grantee	Grantee	Grantee	Grantee
the state of the s	OBLICATIONS	N. S.	X.F.	AS,B,C	AX	АХ			Franchise A	Franchise	A,B	A,B	Frenchise
	DATE	12/13/15	2/27/17 14	11/19/23 A8,B,C	12/15/15 AX	2/27/17 AX	Abandoned	Abandoned	10/23/08	5/54/05	2/ 3/39	2/ 3/39	5/24/05
	PERMIT	ord.3538 MS	Ord.4087 NS	ord.6052 NS	Ord.3538 NS	Ord.4087 NS	Prior rights No Franchise	Prior rights No Franchise	Ord. 582 NS Order 17087	Ord.1470	Order 9848	Order 9849	ord.1470 F
	GRANTEE	F.E.Knowles	F.E. Knowles	Fichmond Sanitary Mfg. Co.	F.E. Knowles	F.E. Knowles	S.P. Co.	S.P. Co.	W.P.R.R.	A.T.& S.F.	S.P.Co. & A.T. & S.F.	Standard Cil	A.T.& S.F.
	LOCATION	Itah to Potrero	Utah to Potmero Ave.	Utah to Potrero Ave.	San Bruno to Utah	San Bruno to Utah	26th St. to 27th	Dolores to Church	Townsend to Brannan	Irwin to 16th	Irwin to 16th	Irwin to 16th	Irwin to Carolina
f	STREET	Division St.	Division St.	Division St.	Division St.	Division St.	Dolores St.	Duncan St.	Eighth St.	Eighth St.	Eighth St.	Eighth St.	Eighth St.

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				Section adjusts		Company Secretary	W.T. JONATES	- 6
e	:	: 5		63 (163) 163	04 CASCE 61.	्रे प्राप्त क्षेत्रक क्षेत्रका करून है जिल्ला के उन्हें स्था । ज्योग क्षेत्रका करून है जिल्ला करून के उन्हें	CLART AND CORRESPONDED TO SERVICE STREET, CLUONTER TO	

PAVIT					10P 15 SW									170F
MAINTAIN	B. R.	R.R. & Industry	Grontee	Grantee	Grantee	Grantee	Grentee	Grantee	Industry	Grentee	Grantee	or or		S.P. Co.
UBLIGATIONS	AX	AS, B, C, D	No Deta	No Deta	ЧX	AA	See Ord.	Franchise	A8, D, B, C	Franchise	XV	A8, B, G2, G5	Prior Rights	AX,C,G2,M
Dhill	12/11/05	4/1/29	2/20/05	2/20/26	11/4/18		12/ 6/21	1/ 7/04	8/26/29	1/ 7/04	9/23/15	9/18/16	- books	12/28/15
PERMIT	Ord.1679	ord.83598 NS	Ord.1756 Res.2705	Ord.1756	Ord.4711 NS	Charter	Ord.5502 NS	3rd.1095	Ord.8521 NS	Ord.1095	ord.2031 Ns	ord.3905 NS	No Franchise	Ord.3555 NS 12/28/15 T- 21
GRANTEE	to Carolina American Fuel	Fay Improve- ment Company	A.T.& S.F.	A.T. & S.F.	Hind Estate Co Ord.4711 NS P.G.& E. Co.	S.P. Co.	W.P. R.R.	S.P. Co.	McCormick Lum- Ord.8521 ber Co.	S.P. Co.	A.T. & S.F.	Legallet-Hell- wig Norton Tanning Co.	S.P. Company	Maria Josefa- Cebrian
LOCATION	Irwin to Carolina	Irwin to Cerolina	Indiana to Iowa	Indiana to Minnesota	Harrison to Folsom	Illinois to 3d	Army to Napoleon	Rankin to Selby	Selby to Napoleon	Visitacion Ave. to Sunnydale "	Rankin to Selby	Rankin to Quint	Alemany Blvd.to San Jose Ave.	2d St. Easterly
STREET	Eighth St.	Elghth St.	Elghteenth St.	Eighteenth St.	Eighteenth St.	Eighteenth St.	Bvens Ave.	Evens Ave.	Evens Ave.	Evett St.	Fairfax Ave.	Fairfax Ave.	Farragut Ave.	Federal St.

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	Mainialn	Grantee	Grentee		A.T. &S. F	Joint R.R. & Industry	Joint R.R. & Industry	A.T. &S.F & S.P.Co.	G.O.15 R.R. & Industry	G.0.15 R.R. & Industry	Grantee		Grantee
	DELIGATIONS	AX	AX	48,B,C	No Data	Franchise	A8,D,B,C	No Data	A8, B, C.	2/ 8/26 A8,B,C,D	AX	the second of the	AX
	DATE	5/25/11	12/13/09	11/27/23	20/4 /9	12/11/05	4/ 1/59	5/24/05	1/27/19	2/8/26	12/13/09	er de la companya de	12/13/09
	PERMIT	Ord.1575 NS	Ord.1007 NS	Ord.6064 NS	Ord.1470	Ord.1679	ord.8398 NS	Ord.1470	ord.4771 NS	Ord.6974 NS	ord.1005 NS	No Data	Ord.1005 NS 12/13/09
With the state of	GRANTEE	Abel Hosmer	W.P.R.R.	Calif. School of Mech. Arts	A.T. & S.F.	American Fuel Company	Fay Improve- ment Company	A.T. & S.F.	Pacific Coast Steel Company	Illinois Pacific Glass Company	Calif. School Mechanical Arts	W.P.R.R.	W.P.R.R.
many titles of the contract of	LUCATION	Sen Bruno to Utsh	San Bruno to Utah	San Bruno to Utah	Carolina to De Haro	Carolina to De Haro	Carolina to De Haro	De Haro to Rhode Island	De Haro to Rhode Island	Folsom to Harrison	Vermont to Kansas	West of Kansas	Vermont to San Bruno
	STREET	Fifteenth St.	Fifteenth St.	Fifteenth St.	Fifteenth St.	Fifteenth St.	Fifteenth St.	Fifteenth St.	Fifteenth St.	Fifteenth St.	Fifteenth St.	Fifteenth St.	Fifteenth St.



STREET	Location	GRANTEE	PERMIT	THE	S S T T T T T T T T T T T T T T T T T T	MAINTAIN	1
Fifteenth St.	Vermont to San Bruno	W.P.R.R.	0rd.1007 NS	12/13/09	nX	2	
Fifteenth St.	Florida to Treat Ave.	S.P. Co.	Charter	1907	AX	Grantee	
Fifteenth St.	Florida to Treat	S.P. Co.	Ord. 2444 NS	9/15/13	A8, B, C, G2	Grantee	AND SET THE RESERVE
Fifth St.	King to Berry	S.F. Co.	(rd.2583 NS	3/23/14	Franchise	Grantee	
Fifth St.	Bryant to Brannan	S.P. Co.	ord.5847 NS	4/ 9/23	A8,B,C	Grantee	
Fifth St.	Bryant to Brannan	M. Stulsaft & Company	ord.5848 NS	4/ 9/23	A8,B,C	Grantes S. 90 R.Co.G. 0.15	WS 06
Fifth St.	Bryant to Brennan	R.W. Kinney	Ord.6148 NS	2/25/24	A8,B,C	Grantee S.P.Co. G.O.15	AND TO CONTROL
Fifth St.	Bryant to Brannan	S.P. Co.	Ord.6212 NS	4/51/54	A8,C,D,F	Grantee	AND THE PARTY OF T
Fifth St.	Bluxome to Townsend	Hind Co.	ord.455c Ns	4/1/18	A8, B, C, G2, G	S.P. Co. 16	P4
Fifth St.	Bluxome to Brannan	S.P. Co.	Ord.6668 NS	6/15/25	A8, B, C, L, B2	Grantee	
Fifth St.	Bluxome to Brannan	S.P. Co.	ord.5847 NS	4/ 9/23	.,48,B,C	Grantee	
Fifth St.	Bluxome to Brannan	Nathan Dorhmann Co.	ord.1984 NS	8/19/12	AX	₩. ₩.	
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T' Vag	200 P	. 11 18-01					and the second	144P		30P		730 P
MAINTAIN BY	(12 (12	R.R.	e: e:	R.	R. R.	Grantes	Grantes	Grantee	Grantee	Grantee	Grantee	Grantee & R.F.
CELIGATIONS	A6, B. 0, 9,	AX G1	8.8,62,61	X	Χķ	A.	AX	AX	AX	AX	ΛX	J, G
D.T.	4/1/18	2/14/07	5/14/17	3/23/14	3/23/14	9/50/08	1/27/09	11/25/01	11/25/01	9/20/08	1/27/09	11/20/22
PERMIT	ord.4550 NE	ord. 152 NS ord. 3919 NS	ord.4191 NS	Pes.10752 Ord.2683 NS	Res.10752 Ord.2683 NS	Ord. 551 NS	ord. 840 NS	ord. 406	Ord. 406	ord. 551 NS	ord. 840 NS	Ord.5748 NS 6067,7511, 8095
GRANTEE	Hind Co.	S.P. Co.	Sugarman Iron & Metal Co.	S.P. Co.	S.P. Co.	Haslett Warehouse	Guggenheim & Company	Mary's Help Hospital	Mary's Help Hospital	Haslett Warehouse	Guggenheim & Company	S.P. Co.
LOCATION	Bluxome to Brannan	Bluxome to Brannan	Bluxome to Brannan	Berry to Channel	Townsend to King S.P. Co.	Sansome to Battery	Sansome to Battery	Sansome to Battery	Battery to Embarcadero	Sansome to Montgomery	Sansome to Montgomery	Bryant to Brannan
STREET	Fifth St.	Fifth St.	Fifth St.	Fifth St.	Fifth St.	Filbert St.	Filbert St.	Filbert St.	Filbert St.	Filbert St.	Filbert St.	First St.

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		Edward.	07/27/0		(S.Y.S.)		:	-	\$ \$ \$	
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STREET	LOGATION	GPANTEE	PERMIT	81.0	SELECTIONS	M. T. C. IN	T A T
First St.	Bryant to Branta	Farasworth & Ruggles Cc.	ord.7 187 NS	5/ 5/26	5,0,8,0	R.R. G.O. 15	225 P
First St.	Ergint to	Goo.W. Lamb South End Whs. Company	Ord.5764 NS	12/11/22	-6,5 c,D	South End WhsG.J.	
First St.	Emboredero to Brannan	S.P. Co.	Crd.5748 N8 "6067,7511, 8095 NS	11/20/22	6,3,0,D, G3,J.G	Grantee	240 P
First St.	Embarcadero to Brannan	Farnsworth & Ruggles Co.	Ord.7087 NS	5/3/56	48, В, с. D	Grantse & R.R.G.015	50 P
First St.	Embarcadero to Brannan		ord.12.2001	5/16/38	.8,B.C.F,D Grantee	Grantee	150 P
Florida St.	16th to 17th	Ocean Shore R. R.CoCity Property Operated by S.P.Co.	Ord. 630 NS. Amend. Sect. 1.0rd.1808 Ord.6088 NS	12/7/08	×.	Grantee	
Florida St.	16th to 17th	Lyons Calif. Glace Fruit Co.	0rd.6092 NS	12/17/23	A8, B, C	Grantee	
Florida St.	16th to 17th	W.H. Sullivan	ord.6177 NS	3/10/24	118, B, C, G	Grantee	
Florida St.	16th to 17th	American Can	ord.6263 NS	6/16/24	AS, B, C	Grantee	
Florida St.	17th to Mariposa	Ocean Shore R.R.& S.P.Co.	Ord. 630 NS Amend Sect. 1. Ord.1808	12/7/08	The state of the s	Grantee	700 P
Florida St.	17th to Mari- posa	American Can Co.	ord.6263 NS	6/16/24	48, B, C	Grintee	600 P
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PAVIT	760 P	25 P	25 P				520 P	270 P			
MAINTAIN BY	Grantee	Grantee	Nucon Butter	Grantee	Gr. ntee	Grintee F EKnowles	Grantee	Grantee	Grantee	Grontee	Grantes
OBLIG TIONS	AB, B, C	28, B. C	18,B,C	A V	A8, B, C	A8, B, C	N. C.	XX	A8, B, C, G2	X	7,8,3,0
DATE	12/17/23	42/22/54	4/ 9/23	12/07/08	8/24/31	4/ 9/23	6/13/10	1907	9/15/13	12/10/08	11/24/24
PERMIT	ord.6092 NS	ord.6357 NS	crd.5851 NS	ord. 630 NS Amend.Suct. 1. Ord.1808 Ord.6088 NS	ord.9053 NS	ord.5850 NS	Res.6032 NS	Charter	Ord.2444 NS	ord.630 NS Amend.Sect. Ord.1808	0rd.6418
GRANTEE	Lyons Calif.	Best Foods Inc	Nucon Butter Company	Ocean Shore RR. City Property Operated by S.P. Co.	Koiser Paving	Continental Furniture Co.	S.P. Co.	S.P. Co.	S.P. Co.	Ocean ShoreRy. City Property S.P. Co.	. OO . 4. CO .
LCCATION	17th to Miripose	17th to Mariposa	17th to Mariposa	15th to 16th	15th to 16th	15th to 16th	Division to	Division to	Division to	Division to Alameda	Division to Alemede
STREET	Floride St.	Florida St.	Florid: St.	Floride St.	Floride St.	Florida St.	Florida St.	Florida St.	Floride St.	Florida St.	Florida St.

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PVIT			4 0 K	***							120 P	80F
M. INTAIR BY	R. R.	В. В.	Grantee	57. 51.	R.R. Grantee	Grantee	Grantee	Grantee			Grantee	Grantee
OBLIGHTIONS	G2,1X	h.X.	A6, B, C	ΑM	AX,62	AX AX	18, B, C	X.	No Franchise		Franchise	A
DATE	12/28/15	1/18/15	6/25/54	1/18/15	12/28/15	12/7/08	11/24/24	12/10/08			7/31/01	1/ 9/42
PERMIT	ord.3564 n.s.	ord.3090 WS	ord.6357 WS	ord.3090 NS	Ord.3564 NS Order 3927	ord. 630 NS Amend Sect. 1.0rd.1808 Ord.6088 NS	ord.6418 NS	ord.630 NS Amend.Sect.1 Ord.1808 Ord.5088 NS	Prior Rights	man, are positioned of making applications	Ord. 338	Order 17284 1/ 9/42 T- 27
GRANTEE	Rainier Brew- ing Co.	Rainier Brew- ing Co.	Best Foods, Inc	Rainier Brew- ing Co.	Rainier Brew- ing Co.S.P.Co.	Ocean Shore Ry City Property Operated by S.P.Co.	S.P. Co.	Coesn Shore Ry Co. City Prop- erty Operated by S.P. Co.	S.P. Co.	S.P. Co.	A.T.& S.F.	A.T. & S.F.
LOCATION	Flvision to Alemede	Livision to Alemeds	Mariposa to 18Th	Alomeda to 15th	Alameda to 15th	Alomeds to 15th	Alameda to 15th	Division St. Nly	23d to 24th	San Jose to Cayuga	Michigan to Illinois	Michigan to Illinois
STREET	Florid. St.	Florida St.	Floride St.	Florida St.	Florida St.	Floride St.	Florida St.	Florida St.	Folsom St.	Foote Ave.	Fourth St.	Fourth St.

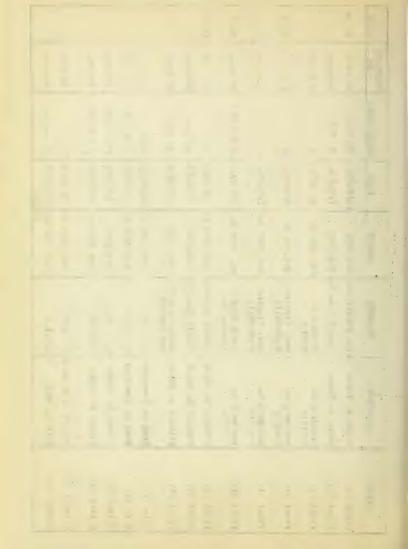
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TOTAL ?	LCCATION	GRANTEE	PERMIT	DaTE	OBLIGHTIONS	MAJWTAIN 21	T. V. T.
Fourth St.	3d to Irwin	S.P. Co.	0rd.1095	1/7/34	Frenchise	Grantee	
Fourth St.	3d to Illinois	S.P. Co.	No Dete			Grantee 135 p	D.
Fourth St.	3d to Illinois	A. T. & S. F.	No Date			Grantee 92	92.) P
Fourth St.	3d to Illinois	S.F. Co.	Ord.1095	1/ 7/04	XA		220 P
Fourth St.	Townsend to King	S.P. Co.	0-d.2683NS	3/23/14	Franchise	Grantee 2415 1	4 11
Fourth St.	Berry to Chen- nel	S.P. Co.	Ord.2683 NS 3/23/14	3/23/14	Fronchise	Grantee 330	330SW 220 F
Fourth St.	King to Berry	S.P. Co.	Ora 2683 NS 3/23/14	3/23/14	Franchise	Grantee 104	1045 SW 920 T
Fourth St.	Georgia to Michigan	A.T.& S.F.	ord. 338 NS	7/31/01	XX	Grantee	
Francisco St.	Powell to Mason	Bouer Schweit- zer Hop & Malt	Ord.12.2013	5/14/34	48, G1, G6	Grantee	
Francisco St.	Powell to Mason	to Mason Bauer Schweitzur Ord.12.2016 Hop & Malt Co. Amends12.2013	Ord.12.2016 Amends12.2015	12/16/35	AS, D, Gl, G7, Grontee	Grantee	
Francisco St.	Powell to Mason	Bauer Schweit, Ord.1631 zer Hop & Rrpe.ls? Malt Co. 12.2016	Ord.1631 R:pe.ls 12.2016	5/18/42	A8, D, G1, G7	Grantee	**
Francisco St.	Powell to Mason	Bauer Schweitzer Hop & Melt	order 271	5/11/34	'nΧ	Grantee	
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S TEN	LOCATION	GRANTEE	рввити	DAME	OPT.TC. MTONG	MAINTAIN	1
Front St.	Green to Vallejo	C. A. Hutton Flour Co.	Ord.1586 NS	10/11/01	λĀ	(.P. Co.	
Front St.	Green to Vallejo	Tillman & Bendel	Ord. 197 NE	4/ 2/UT	X		-
Front St.	Green to Vallejo	Crocker Inv.	0.4.4006 MS	12/14/16	7.77	Starte.	
Front St.	Green to Vallejo	Lurie Company Order 8956	Order 8956	9/14/38			manano na ndiska povodniko
Front St.	Vallejo to Broadway	C.A. Hutton Flour Company	Ord.1686 RE	11/11/01		S.P. Co.	15.5
Front St.	Vallejo to Broadway	Tillmen & Bendel	ord. 197 NS	4/ 2/07	χυ	5.7.00.	
Front St.	Vallejo to Broadway	Crocker Inv.Co Ord.4006 NS 12/14/16 & Felix & Ruth Kohn	Ord.4006 NS	12/14/16	×	Grant.c	agina da ana ana ana ana ana ana ana ana an
Front St.	Broadway to Vallejo	Lurie Company	Order 8956	9/14/38		TOTAL TARREST AND AN	
Front St.	Pacific to Jackson	Tillman & . Bendel	ord. 197 NS	4/2/07	XY	S.P. Co.	
Front St.	Pacific to Jackson	Mrs. Virginia Vanderbilt	ord. 422 NS	5/12/08	X	S.P. Co.	
Front St.	Pacific to Jackson	Wrs. Virginia Vanderbilt	ord.3597 NS	1/31/16	Xr		36 F
Front St.	Union to Green	Bag Co.	Ord. 292 NS 10/14/07		, Vita	S.F. do.	25 JW

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	LOCATION	GPARTEE	FERRIT		D.72 OBLIANIO S	M.II".IIV BY	PAVE
	Union to Green	W.P. Fuller Co. Ord.lebl		1/30/05	E. D.t	Gr. rtec	160 SW
	Union to Green	Cowell Lime Co Ord.1245	Ord.1245	1/25/04	N. Pete	Grantee	and a second sample
	Broadway to Pucific	Tillman & Dendel	ord. 197 NS	4/ 2/07	XX	S.P. Co.	ne e pane e e e e e e e e e e e e e e e e e e
T. S. Co. and S. Co. and S. Co.	Broadway to Pacific	Mrs. Virginic Vonderbilt	ord.422 NS	4/20/08	SECTION OF THE SECTION	S.P. Co. 270 P	270 P
	Broadway to Pacific	Mrs. Virginia Vanderbilt	ord.3597 NS	1/31/16 14		S.F. Co.	and the second second
	Broadway to	Jacob Dold) Packing Co.)rd. 4246 NS	7/ 2/17	7/ 2/17 48,8,62	Gruntse	340 P
	Filbert to Union	Sperry Flour Co	ord.3246 NS	5/ 3/15	, di	S. P. Co.	1800P
	Filbert to Union	Cowell Lime Co	Ord.1245	7/25/04	No Dete	Grantee	******
- manuschinglin	Filbert to Union	American Mill- ing Company	ord. 461	3/19/05	No Deta	Grantee	or special const
بماويات	To Townsend	S.5. Go.	ord.5023 NS 12/26/19	12/26/19	. 8,8 A	S.P. Co.	
Anni	King to Townsend	S Co.	ord.8681 NS 1/30/30	1/30/30	B, B, C, D	S.F. Co.	
policy and the same of the sam	Rankin to Selby	S. ?. Co.	Ord.1095	1/01/04	Fr inchise	Grantee	
Part .	Rankin to Selby	S.F. Co.	ord.6669 NS	6/15/25	A,B,Bl,B2,	Grantet	
144	Bryent to Brennen W. B.R.R.	W.P.R.R.	ord.7083 NS 5/ 8/26	5/ 8/26	J M (8**	Grantee	- removalence of the
- 0	25th to 26th	W.P.R.R.	ord. 582 NS 10/23/08	10/23/08	Fr. nchuse	Gr intec	
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STREET	LOCATION	GRANTEE	PERMIT	DATE	OBLICATIONS	MINITAL	L.V.T
Georgia St.	Alemeda to El Deredo	A.T. & S.F.	378 Jrd. 338	10/62/1	Fr chise	Grintee	
Georgia St.	4th St. to Alameda	A.T. & S.F.	ord. 338	1/29/01	7/29/01 Frenchise	Grantes	man man de
Grant Ave.	Beach to North Point	No Data					
Green St.	Davis & Front	Harbor Comm.		to com		N.W.F.RR 1045F	1045F
Green St.	Davis & Front	Harbor Comm.	Cherter			.S.P.Co.	
Green St.	Battery to Sansome	Bemis Bros. Bag Company	ord. 292 NS	10/14/01	X.	S.P. Co.	60 P
Green St.	Battery to Front	Bemis Bros. Bag Company	ord. 292 NS 10/14/07 AX	70/41/01	ХA	S.P. Co.	315 P
Greenwich St.	Sansome to Montgomery	Merchants Ice &Cold Storage	Jrder 18722	10/23/42	4	Grante	
Greenwich St.	Battery to Embarcadero	Italian Swiss 3rd. 693 Colony	Ord. 693	4/ 8/03	No Dete	S.P. Co.	-
Greenwich St.	Sansome to Battery	Merchants Ice Order 18722 & Cold Storage	Order 18722	10/23/42	₩	Industry	
Guerrero St.	25th to 26th	No Franchise Prior Rights Abandoned					
Horriet St.	Bryant to Brannan	W.P. R.R.	ord. 7083 NS	5/ 8/26 A8,B,C	A8, B, C	Grantee	
Harrison St.	8th to 9th	W.P.R.R.	ord. 7083 NS 5/ 8/26 A8,B,C	NS 5/8/26 T-31	A8, B, C	Grantee	

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The state of the s	I LAV T		750 P	200 P	150 P	50 F	200 P	450 P		20 P	A	3000E	150 P 150SW	1250 P	6 026
	MAINTAIN	Grantee	S.F. Co.	S.P. Co.	Grantee	S.P. Co.	S.P. Co.	S.F. Co.	S. ?. Co.	S.P. Co.	S.P. Co. & Industry	Grantee 3000 P	S.F. Co. 150 P	Grantee	Grentec
and the supplement of the supp	CBLIG.FIOUS	5/ 2/388,84,0	7/15/30 a8,3,32,0,D	8,B,C,D			18, B, C, J		a8,B,C,	м8, В, С	A8,K,B,C	A8, B, C, D	XV	v	and the second s
	DaTE	5/ 2/38		12/15/30		2/27/22 A8,B,C	3/10/198, B.C.		7/14/15 A8,B,C,	2/ 1/22 A8,B,C	2/15/22	7/19/27	11/27/07	1907	
	FERNIT	Ord.12.2023	ord.88lb ns	7:4.8904 NS 12/15/30	No Franchise Prior Rights	ord.5581 MS	ord.4803 NS	No Franchise Prior Rights	ord.3359 MS	ord.5557 NS	Ord.5581 NS 2/15/22 A8,K,B,C	ord.7607 NS	Ord. 309 NS	Charter	No Frenchise Prior Rights
	GRANTEE	W.P.R.R.	W.R. Belling ger & Sons	W.R. Ballin- ger & Sons	S.P. Co.	H.H. Helbush & Company	Ford Motor Co. 3rd. 4803	S.P. Co.	C.E.Grosjean	Malott & Peterson	H.H.Helbush & Company	S.5. Co.	Long Syrup Refining Co.	S.P. Co.	S.P. Co.
To the state of th	LOCATION	Eth to 9th	id to Hawthorne	Sd to Hawthorne	Elst to 22d	21st to 22d	flat to 22d	20th to 21st	Soth to 21st	60th to 21st	Soth to 21st	15th to 16th	15th to 16th	15th to 16th	15th to 16th
And the same of th	STREET	Herrison St.	Herrison St.	Herrison St.	Herrison St.	Herrison St.	Herrison St.	Herrison St.	Harrison St.	Herrison St.	Harrison St.	Herrison St.	Herrison St.	Hurrison St.	Harrison St.

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		Section 1985	# G G G G G G G G G G G G G G G G G G G			CALE ALL	H-E-Helbush		6.30 to 0.05	ತಿಕು ಜ್ಞ ಗ್ರಾವಕ :		
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T. A. T.		50° 51	100 2	1700 F	1890 P	1150 P	1150 F	2150 P		130F		3100 P	1500 F	
MAINTAIN	S.I. Co.	3.P. Co.	. CO	Grantec	Grantee	Grantee	S.º. Co.	Grantee	Industry	S.F. Co.	Grantee	Grantee	Grantee	
OBLIG.FIOWS				28,B,C,D	Xiv	,	X	A8,B,C,D	48,B,C,D	0,8,8,c	A8,B,C			
DATE	5/ 2/41	4/19/02	11/10/:	2/8/26	1907	Service of the Extra Service	11/7/14	NS 12/30/25 NS 9/26/27	5/14/27	10/20/06	6/ 6/27		1907	33
PERMIT	Order 15800	ord. 476	ord. 177	ora.6974 NS	Sherter	No Franchise Prior Rights	ord.2990 NS	ord. 6935 NS	ord. 7532 NS 5/14/27 A8,B,C,D		Ord.7575 NS	lo Franchise Prior Rights	Charter	T- 33
GR.NTEE	Columbia Steel	Pattosien Co.	S.F. & Facific Glass Works	Illinois Pac- ific Glass Co.	S.F. Co.	S.T. Co.	Enterprise Brewing Co.	S.P. Co.	Golden Gate Atlas Matls.Co	John Bruener Co Ord. 103 NS	S.P. Co.	S.7. Co.	S.P. Co.	
LOCATION	15th to 16th	15th to 16th	15th to 16th	15th to 16th	16th to 17th	16th to 17th	16th to 17th	16th to 17th	16th to.17th	16th to 17th	16th to 17th	17th to 18th	17th to 18th	e de la companya del companya de la companya del companya de la companya del la companya de la c
STREET	Harrison St.	Harrison St.	Harrison St.	Harrison st.	Harrison St.	Harrison St.	Harrison St.	Herrison St.	Herrison St.	Herrison St.	Harrison St.	Harrison St.	Harrison St.	-

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STREET	LOCATION	GRANTEE	PERMIT	DATE	OBLICATIONS	MAINTAIN BY P.	PAVIT
Harrison St.	17th to 18th	S.P. Co.	ord.7607 NS	7/19/27	AS, B, C, L	Frantee 4	400 P
Harrison St.	17th to 18th	Mission Soar & Candle Co.	Ord. 218	1/54/01	1.	S.P. Co.	
Harrison St.	17th to 18th	Schlessinger & Bender	Ord. 14 NS	90/5/9		. do.	20P
Harrison St.	17th to 18th	Ralph Mc Leran	ord. 5677 NS	8/14/22	A8, B, C	Industry	20 P
Harrison St.	17th to 18th	The Lurie Co.	ord.6282 NS	42/02/9	A8,B,C	Industry	20 P
Harrison St.	17th to 18th	S.P. Co.	Ord.6935 NS Ord.7711 NS	12/30/25	A8,B,C,D	Grantee 1	1600P
Harrison St.	18th to 19th	S.P. Co.	No Franchise Prior Rights			Grantee	600P
Harrison St.	18th to 19th	Meese-Gott- fried Co.	Charter	1907		S.F. Co.	
Harrison St.	18th to 19th	Oakland Brew- ing & Malting	Ord.2230 NS	3/25/13	AX	S.P. Co.	
Harrison St.	18th to 19th	Pelton Water Wheel Co.	ord. 1707	12/26/05		S.P. Co.	15P
Harrison St.	18th to 19th	Ralph McLeran	Ord.5677 NS	8/14/22	A8,B,C	Industry	
Harrison St.	18th to 19th	The Lurie Co.	ord.6282 NS	42/02/9	A8,B,C	Industry	
Harrison St.	19th to 20th	S.P. Co.	No Franchise Prior Rights			Grantee	400P
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CHDTDM	LOCATION	GRANTEE	PERMIT	DATE	OBLIGATIONS	BY	PAV IT
* C4		Orescent	Ord.1617 NS	11/61/7	AX	S.P. Co. & Industry	900 P
	4+000 + 4+0	u B	ord.4270 NS	7/27/17	A8,B,C	S.P. Co.	800 P
ν τ. Σ	19 cm co com	c	Ord.3359 NS	7/14/15	A8,B,C	S.P. Co.	Co. 1985 P
Harrison St.	19th to 15th	.00	ord.7607 NS	75/61/7	A8,B,C,D	Grantee	600 P
S t	14th to 15th	E.& C.LeRoy	ord. 174 NS	2/ 4/07		S.P. Co.	10 P
	14th to 15th	Stanley J. Fay Ord.1174 NS	Ord.1174 NS	5/10/10	AX	S. P. Co.	10 P
Harrison St.	14th to 15th	S.P. Co. ?	Charter	1907		Grantee	500 P
Harrison St.	14th to 15th	S.F.& Pacific Glass Works	ord. 177	11/10/		S.P. Co.	380 P
Harrison St.	l4th to 15th	Illinois Pac. Glass Co.	Ord.6974 NS	2/ 8/26	A8,B,C,D	Industry	
to do present	Stenart to Spear	Harbor Comm.				Grantee	
Hart St.	Visitacion to	S.P. Co.	ord.1095	1/ 1/04	Franchise	Grantee	al company on a select
Hawes St.	Sunnydale Van Dyke to Underwood	U.S. Navy	0rd.1703	7/ 2/42	A, B4, K	Grantee	de se constitución es
Hawthorne St.	Folsom to Harri- son	W.R. Ballinger Ord.8810 NS & Sons	ord.8810 NS	7/15/30	A8,B,B2,C,D, G3,G4		
Hawthorne St.	Folsom to Harri-	to Harri- Geo. W. Caswellord.1550	lord.1550	3/25/42	B4	Industry	
Hawthorne St.	Folsom to Harri- W.R. Ballinger Ord.8810 NS son	W.R. Ballinger & Sons	ord.8810 NS	7/15/30	7/15/30 A8,B,B2,C,D, 35 G3,G4	S.P. Co.& 1155 Industry	% 1155 F

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LAVIT	15 P	280 F				200 P	100 F									
MAINTAIN BY	S.i. Co.œ Industry	S.f. Co.	S.P. Co.& Industry	S.T. C.& Industry	Grantee	Grantee	Grantee	Grantee	Grantee	S.P. Co.	Grantee	Grantee	R.R. 18	J.U. & M.	Grantee	
OBLIGATIONS	Д	A8, B, B2, C, D S. F. Co. G3, G4	A8, B, B2, C, D S.F. Co.& G3, G4 Industry	A8,B,B2,L	Franchise	XY	УΥ		ЛX	VX	Xÿ	Franchise	Franchise }	Franchise)	A8, B, C	
DATE	12/15/30	7/15/30	7/15/30	4/ 4/38	1/ 1/04	60/9 /2	11/23/07		11/23/07	2/20/07 5/20/14	11/5/07	10/23/08	1/ 1/04	10/4 /4	10/16/29	T- 36
PERMIT	Ord.8904 N3	ord.8810 NS	ord.8810 NS	Ord.12.2022	ord.1095	ord. 828 NS	Oherter		Charter	ord. 158 NS Ord.2761 NS	Charter	ord. 582 NS	ord.1095	ord. 260	ord.8534 NS 10/16/29	-T
GRANTEE	S.F. C.	W.R. Ballinger & Sons	W.R. Ballinger & Sons	Walkup Drayage Company	S.P. Co.	S.F. Co.	8.7. 00.	S.P. Co.	S.P. Co.	Abner Doble	S.P. Co.	W.P.R.R.	S.F. Co.	S.F. & S.J.V.	W.F.R.R.	
LOCATION	Folsom to Harri- son	Folsom to Howard W.R. Ballinger Ord.8810 NS & Sons	Folsom to Howard W.R. Ballinger Ord.8810 NS & Sons	Folsom to Howard Walkup Drayage Ord.12.2022 Campany	3d to 4th	6th to 7th	6th to 7th	6th to 7th	6th to 7th	7th to 16th	Michigan to Illinois	25th to 26th	25th to 26th	25th to 26th	25th to 26th	
STREET	Hawtherne St.	Hawthorne St.	Hawthorne St.	Hawthorre St.	Hooper St.	Hooper St.	hooper St.	Hubbell St.	Hubbell St.	Hubbell St.	Humboldt St.	Illinois St.	Illinois St.	Illinois St.	Illinois St.	

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MAINTAIN BY	Grantee	Industry	Grantee	Safeway	Grantee	Grantee	F.R. 13	J.U. & M.	Grantee	Grantse	Grantee	R.F.'s	J.U. & M.	Grantee	Grantse	Industry	R.F. 's J.U. & M.	
OBLIG.TIONS	48, B, C	AB, B, C	АХ	AsB	A8, B, C	AX	Franchise \	Franchise)	A, B,	AB, B, C	A8, B, C	Franchise)	Franchise)	A8, B, C	A8, B, C	A8, BC	A,B	лен и сел колосу длен у основно сен или планена повежава
DivTE	4/26/26	12/19/23	12/ 6/21	5/22/40	12/30/29	12/ 6/21	1/ 7/04	10/4/4	3/11/39	4/26/26 A8,B,C	10/16/29	1/ 7/04	4/ 4/01	8/22/28 A8,B,C	12/30/29 A8,B,C	12/19/23	5/22/40	T-137
DERMIT	ord.7084 NS	ord.6093 NS	ord.5502 NS	Order 13167	ord.8642 NS	ord.5502 NS	ord.1095	ord. 260	Order 10150	ord.7084 NS	Ord.8534 NS	Ord.1095	ord. 260	ord.8164 NS	ord.8642 NS	ord.6095 NS	Order 13167	E
GRANTEE	W R . R .	A.T. & S.F.	W.T.B.R.	A.T. & S.F.	W.P.F.R.	W.P.R.R.	S.P. Co.	S.F.& S.J.V.	A.T. & S.F.	W.F.F.R.	W.P.R.R.	S.P. Co.	S.F. & S.J.V.	A.T. & S.F.	W.P.R.R.	A.T. & S.F.	A.T. & S.F. & S.F.Co.	
LOCATION	25th to 26th	26th to Army	26th to Army	24th to 25th	24th to 25th	24th to 25th	24th to 25th	24th to 25th	24th to 25th									
STREET	Illinois St.	Illinois St.	Illinois St.	Illinois St.	Illinois St.	Illinois St.	Illinois St.	Illinois St.										

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STREET	LOCATION	GRANTES	ERMIT	DATE	OBLIGATIONS	MAINTAIN	TAVT
Illinois St.	23d to 24th	S. L. Co.	Ord.1095	1/ 1/04	Franchise)	R.E. *3	
Illinois St.	23d to 24th	S.F.&S.J.V.	ord. 260	4/ 4/01	Franchise)	J.U. & M.	
Illinois St.	23d to 24th	A.T. & S.F.	ord.7621 NS	7/29/27	48, B, C	A.T.& S. F. &S.P.O	
Illinois St.	23d to 24th	Calif.Sugar Refining Co.	Ord. 721	5/15/03		W.r.R.R.	
Illinois St.	22d to 23d	S.F. & S.J.V.	ord. 260	4/ 4/01	Frunchise }	R.K. 13	4600P
Illinois St.	22d to 23d	S.I. Co.	Ord.1095	1/ 1/04	Franchise)	J.U.& M.	
Illinois St.	22d to 23d	S.E. Co.	Charter	11/23/07	λX	Grentee	130 F
Illinois St.	18th to 19th	S.F. & S.J.V.	ord. 260	4/ 4/01	Franchise }	B.R. 1s	630 P
Illinois St.	18th to 19th	S.T. Co.	Ord.1095	1/ 7/04	Franchise '	J.U. & M	
Illinois St.	18th to 19th	Coast Smelt- ing & Refining Co	0rd.4347 NS 10/ 8/17	10/8/17	A8, B, C	S.F. Co.	20 P
Illinois St.	18th to 19th	Union Iron Was Ord.3536 NS 12/14/15 AX	Ord.3536 NS	12/14/15	AX	Beth Ship Bldg.	
Illinois St.	Army to Merin	S.F. Co.	Ord.1095	1/ 1/04	Franchise)	R.R. 's	
Illinois St.	Army to Marin	S.F. & S.J.V.	ord. 260	4/ 4/01	Franchise \	J.U.& M.	
Illinois St.	Army to Marin	A.T. & S.F. & S.P. Co.	Order 10150	3/17/39	A,B	R.R. 1s J.U.& M.	
Illinois St.	Army to Marin	W.P.R.R.	ord.5502 NS 12/ 6/21	12/ 6/21	AX	Grantee	
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GRANTEE PERMIT DATE
W.P.R.R. Ord.7084 NS
S.F. & S.J.V. ord. 260
S.P.Co. 0rd.1095
S.P. Co. 0rd.1095
S.F. & S.J.V. Jrd. 260
A.T. & S.F. ord. 860
S.F. & S.J.V. ord. 250
S. P. Co. Ord.1095
S.P. Co. Sharter
Union Iron Wks 0rd.3536
S.F. & S.J.V. Ord. 260
S.P. Co. Ord.1095
Coast Smelting Ord. 4747 NS & Refining Co.
A.T. & S.F Charter S.P. Co.
Amer.Can Co. 3rd.8531
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MAINTAIN	Beth.Ship Bldg.Co.	E. T. S.	J.U.S.M.	R.R. 18	J.U.& M.	R.P. 1s	J.U. & M	g. "B. "B.	J.U. & M	Grantee	Grantee	Grantee	Grantee	Grantee	Grantee	Grantee	Grantee	
OBLIGATIONS	×	Franchise)	Franchise)	Franchise)	Franchise)	Franchise)	Franchise)	Franchise)	F-anchise \	я8, В, C	A8, B, D, G4	Franchise	XV	Franchise			Franchise	
DATE	12/14/15	1/ 7/04	TO/t /t	1/ 1/04	4/4/01	4/ 4/01	1/ 7/04:	10/4/4	1/ 7/04	5/11/23	9/18/29	10/23/08	NS 12/ 6/21	12/16/01		2/20/06	12/16/01	T- 40
PERMIT	3rd.353e Ns	Ord.1095	074. 260	0rd.1095	ord. 260	0rd. 250	Ord.1095	ord. 260	Ord.1095	Ord.5883	0ra.8551 NS	or'1. 582 NS	Ord.5502 NS	Ord. 412		Ord.1756	Ord. 412	T-
GPANTEE	Union Iron Works	S.P. Co.	S.F. & S.J.V.	.00.	S.F. & S.J.V.	S.F. & S.J.V.	S.P. Co.	S.F. & S.J.V.	S.P. Co.	Amer.Can Co.	Amer.Can Co.	W.P.R.R.	W.P.R.B.	A.T. & S.F.	A.T. & S.F.	A.T. & S.F.	A.T. & S.F.	
LOCATION	19th to 20th	Lldorado to 16th	Fldorado to 16th	16th to 17th	16th to 17th	17th to Mariposa	17th to Mariposa	20th to 22d	20th to 22d	20th to 22d	20th to 22d	25th to 26th	Army to Tulare	Poth to 22d	20th to 22d	Soth to 22d	Lariposa to 18th	
STREET	Illinois St.	Illinois St.	Illinois St.	Illinois st.	Illinois oc.	Illinois St.	Illinois St.	Illinois Et.	Illinois St.	Illinois St.	Illinois St.	Indiana St.	Indiana St.	Indiana St.	Indiana St.	Inciana St	Indiana St.	The state of the s

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MALINITALIN	BY	Grantee	Grantee	Trantee	Grantee	Grantee	Grantee	Grantee	Grentee	Gwantee	Grantee			Grantee	Grantee	Grantee	
	NOTE OF THE	Franchise		Franchise		Franchise		Franchise	A, B, Bl., B2, C, Grantee D	12/ 6/01 Franchise	1/ 7/04 Franchise			Franchise		10/23/08, Franchise	
	Elmi.	5/24/05	2/20/06	12/16/01	2/20/06	18/10/01/21	2/20/06	1/ 1/04	6/15/25	10/9/21	1/ 7/04			12/16/01		10/23/08	147
	TEMAIL.	ord.1773	0.4.1756	Ord. 412	ord.1756	Oré. 412	ord.1756	024.1095	Ord.6669 NS	Ord. 432	Ord.1095	No Data Leased to	Tubbs Cord- age Co.1902	Or1. 412	No Data Steel Service &Co.Const. Jun.1924	Ord. 582 MB	E
1.00 to 1.00 t		8 0.E.	T. & S.F.	4.T. & 3.F.	A.T. & S.F.	н.Т. © S.F.	A.T. & S.F.	S.P.Co.	S.F. Co.	A.T. & S.F.	S.P. Co.	A.T. & S.F.		A.T. & S.F.	A.T. & S.F.	W.P.R.R.	
- C-	4	Meripesa to loth	Mariposs to 18th	18th to 19th	18th to 19th	19th to 20th	19th to 20th	Rankin to Quint	Rankin to Quint	22d to 23d	22d to 23d	22d to 23d		23d to 25th	23d to 25th	23d to 25th	photos de combinado de combinad
Contraction		Indiana St.	Indiana St.	Indiana St.	Indiana St.	Indiana St.	Indiana St.	Innes Ave.	Innes hve.	Iowe St.	Icwa St.	Icwa St.		Iowa St.	Iowa St.	Iowa St.	

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STREET	LUCATION	GLITTEE	PERMIT	DATE	CBLinglions	MAINTAIN BY CAV'T
Towe St.	Maribosa to 18th	M.T. № S.F.	C21.1470	4/24/05	4/24/05 No Date	Orantee
Irwin St.	6th to 7th	S.P. Co.				Grantee: 150 P
Irwin St.	6th to 7th	. S.P. Co.	Charter	11/23/07	XiX	
Irwin St.	3d to 4th	S.P. Cc.	Ord.1095	1/ 7/04	Franchise	Grantee
Jefferson St.	Mason to Taylor	Commercial Center Realty	ord.6737 NS	8/11/25 AS,B,C	og B, c	Grantee 50
"Jefferson St.	(0)	Standard Oil Co	Ord.5802 NS	1/25/23.	48,B,C	
Jefferson St.	Jones to Leaven-Standard Oil Coworth	Standard Oil Co	ord.5802 NS	1/25/23	AB, B, C	Grantee 3 cy. Fill
Jefferson St.	Jones to Leaven- Calif.Fruit worth	Calif.Fruit Canners Assn.	Res.20309 NS Ord.2847 NS	9/25/22	Хи	Grantee . 13 P
Jefferson St.	Leavenworth to Hyde	Calif.Fruit Canners Assn.	ord.2847 NS	7/27/14X	X	Grantee 36 P
Jefferson St.	Hyde to Larkin	Harbor Comm.		-		Grantee 3000 P
Jefferson St.	Mason to Embar- cadero	Harbor Comm.	makin Association of Print			Grantee
Jerrold Mve.	Bay Shore Blvd. to Napoleon St.	Reinhart Lum- ber Co.	ord.6030 NS 10/22/23 A8,B,C	10/22/23	48,B,C	W.P.R.R.
Jerrold Ave.	Bay Shore Blvd. to Napoleon St.	W.P.R.P.	Ord.5502 NS 11/28/21 .X	11/28/21	Xir	Grantec
Jerroldvc.	Bay Shore Blvd.	W.P.R.R.	ord.6805 MS 10/ 5/25 48,B,C	10/5/25	18,B,C	Grantee
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STREET	LOCATION	GRANTEE	PERMIT	DATE	OBLIGATIONS	MAINTAIN BY	FAV
Jerrold Ave.	Napoleon to Toland	S.F. Co.	ord.8992 NS	5/13/31	48, B, C	Gr. ntee	A second of the second of
Jerrold Ave.	Ouint to Rankin	S.F. Co.	3rd.1095	1/ 1/04	Franchise	Grantee	
Jerrold Ave.	Quint to Rankin	S.P. Co.	ord.6669 NS	6/15/25	A8, B, B1, B2, C, D	Grantse	
Jewett St.	4th to 5th	S.P. Co.	ord.2683 NS	3/26/14	AX	Grantee	
Kansas St.	26th to Army	W.P.R.R.)rd.1147	4/21/41 A8,B4	A8, B4	Grantee	
Kansas St.	15th to 16th	W.P.R.R.	ord. 582 NS	10/23/08	Franchise	Grantee	4502
Kansas St.	15th to 16th	W.P.R.R.	ord.1005 NS	12/ 6/09 AX	AX	Grantee	180F
Kansas St.	Alameda to 15th	W.P.R.R.	ord.1005 NS	12/ 6/09	AX	Grantee	
Kansas St.	Army to Marin	W.P.R.R.	Ord.6736 NS	8/11/25 A8, B, C	A8,B,C	Grantee	
Kearny St.	North Point to Bay	Hendy Machine Ord. 117	ord. 117	7/17/00	to an a si dimensional and	Herbor Comm.	210F
Kearny St.	North Point to Bay	Harbor Whse.	ord. 147 NS	2/ 8/07 AX	AX		90P
Kearny St.	Bay to Fran- cisco	A.T. & S.F'.	Ord.8923 NS	1/26/31 A8,D	A8, D	Grantee	150F
Keerny St.	Francisco to Chestnut	A.T. & S.F.		and a Mentales and	Annual Annual (F. 1944)	Grantee	
King St.	Embarcadero to 2d	S.F. Co.		1921		Grantee	
King St.	2d to 3d	S.F. Co.	ord.2683 NS	3/26/14 AX	AX	Grantee	
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	S BY	Grantee	S.F.Co.	J.U. & M.	S.T. Co.	Grentse	Grantee	Grantee	Grantee	Grentee	Grantee	Grantee	Grantee	Grantee	Grantee	Grantee	
	OBLIGATIONS	X.A.	-	Хи	λX	XH	VX	АХ	AX	AX	Franchise	6/15/25 A,B,Bl,B2, C,D	A8,B,C	18,B,C	A8, B, C	A8, B, C	
	DATE	3/26/14	12/18/04	12/11/07	2/19/13	3/26/14	3/26/14	3/26/14	3/26/14	3/26/14	1/ 7/04	6/15/25	1/26/26	12/ 6/26		5/8/26 A8,B,C	
the second second second second second second	ERMIT	Ord.2683 NS	3rd.1696	Ord. 319 NS 12/11/07	crd.2190 NS	ord.2683 NS	Ord.2683 NS	ord.2683 NS	Ord.2683 NS	ord.2683 NS	Ord.1095	ord.6569 NS	ord.7083 NS	ord.7318 NS 12/ 6/26	ord.7839 NS 12/19/27	ord.7083 NS	
the second of the second second second second	GRANTEE	S. F. Co.	Haslett Whse.	Facific 011 & Lead Works	Whse.Invest.Co Crd.2190 NS	S.F. Co.	S.F. Co.	S.P. Co.	S.P. Co.	S.F. Co.	S.P. Co.	S.P. Co.	W.T.R.B.	W.F.R.R.	W.T.B.F.	W.P.R.R.	
when the freeze waters, waterspecial and a series of the second of the s	LOCATION	2d to 3d	2d to 3d	2d to 3d	2d to 3d	3d to 4th	4th to 5th	5th to 6th	6th to 7th	7th to Division	Rankin to Quint	Rankin to Quint	Bryant to Bran- nan	Bryant to Bran- nan	Bryant to Bran- nen	Harrison to Bryant	
The second secon	TEERTS	King St.	King St.	King St.	King St.	King St.	King St.	King St.	King St.	King St.	Kirkwood Ave.	Kirkwood Avo.	Langton St.	Langton St.	Langton St.	Langton St.	

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STREET	LCCTION	GP.,NTEE	PERMIT	D.TE	OBLIGATIONS	M.INT.IN BY	J, Λ**,*
Le Salle ave.	Prelps to Quint	S Co.	Ord. 188 NS	3/11/07	Frenchise	Grentee	135 P
Le Salle ave.	Fielps to Quint	E.O. Reiser	ord.1169 NS	5/ 9/10	AX	S.i. 02	
Lawrence ave.	Stn Jose Ave.	8.F. Co.	No Franchise Prior Rights		No Street across right of way.		
Leavenworth St	St. Beach to North	. S. F. Co.	Ord.255 NS	9/18/07 AX	AX	G entec	115 2
Lilac St.	24th to 25th	000.	No Franchise Prior Rights Abandoned		A STATE OF S	Grantee	300 P
Lombard St.	Mentgomery to Kearny	Merchants Ice & Cold Storags	Ord.6537 NS	3/11/25 A8,B,C	A8, B, C	Grantee	180 F
Lombard St.	Montgomery to Sensome	Merchants Ices Ord. 304 Cold Storage	ord. 304	5/24/01 No Doto	No Doto	Grantee	90 %
Lombard St.	Mentgomery to Stnsome	Del Monte Mill- Ord. 104 ing Co.	. Ord. 104	11/20/06 AX	AX .	Grantee	1260 F
Lombard St.	Mentgemery to Stassme	Merchants Ice & Ord.6537 NS Culd Starmes	ord.6537 NS	3/11/25 A8,B,C	A8, B, C	Grantee	
Lombard St.	Sensome to Bettery	Merchants Icc & Cold Storage	ord. 304	5/24/01		Grantee	90.2
Loomis St.	Ofkdaleve. to Weterloo	W.P.R.R.	ord.5502 NS	12/6/21 AX	AX	Grantec	
Lands St.	McKinnon Ave. to Cakdale	W R. R.	Ord.5502 NS 12/ 6/21 AX	12/ 6/21	AX	Grantee	
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STREET	Location	GT. NTEE	PERMIT	O.TE	OBLIG DIONS	M. INT. IN BY	In Arr
Louisiano St.	25th to 26th	W.P.P.B.	ord. 582 No	10/23/08	Franchisa	Grentee	
Lusk alley	Clyde to Cook	S.P. Co.	ord.4085 NS	2/27/17	4.G1,G6	Grantec	
Lusk Alley	Clyde to Cook	Stulsaft Inv.C3 3rd 5678	ord 5678 NS	8/14/22	8,B,B2,C,D	Industry	
Lycn St.	Marina Blvd. to Jefferson	U.S. Govern- ment	3e4.7531 NS	5/13/27	Granted in purpetuity	Grantee	
Main St.	Herrison to Bryant	U. S. Marine Corps	Order 16841	10/24/41	T.F.	Grantee	
Main St.	Harrison to Bryant	14.T. & S.F.	ord.6250 NS	5/22/24	5/22/248,5,0,0	Grantee	
Marin St.	Kensas to Potrero W.i.R.R.	W.I.R.R.	ord.6736 NS	8/11/25	1.8,B,C	Grantee	
Marin St.	Kinsas to Potrero	Potrero W. ?.R.R.	ord.5502 NS	12/ 6/21	Xii	Grantee	
Merin St.	Evans Ave. South- S.F. Co.	S.F. Co.	Ord.1095	1/ 7/04	Franchise	Grantee	
Marina Blvd.	Legune to 5 55 Ruchanan	U.S. Gov't.	ord.7531 NS	5/14/27)		The Property of the	217 P
Marina Blvd.	Casa Way to Scott	U.S. Gov't.	ord.7531 NS	5/14/28)	5/14/27) maintain in		
Marina Blvd.	C:sa Way to Fillmore	U.S. Gov't.	ord.7531 MS	5/14/27)	5/14/27) perpetuity. 5/14/27) By Charter)aendment,	- 1998 1.0 POINT WOOD T	
Merina Blvd.	Webster to Fill- more	U.S. Gov't.	ord.7531 NS	5/14/27)	Sec.8, art.1, Charter of 1900.		
Marina Blvd.	Buchanan to Web-	U.S. Gov't.	ord.7531 NS	5/14/27)			
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Marina Blvd.	Divisadoro to Broderick	U.S. Gov't.	OPU-7551 NO 5/14/27	5/14/27)	Sc 78,46		
Merina Blvd.	Divisaders to Seatt	D.S. G.W't.	mc.7531 NS	5/14/27			
Merine Blvd.	Broderick to Boker	U.S Gavit.	0rd.7531 NS 5/14/27	5/14/27)			
Marine Blvd.	Boker to Lyon	U.S. Gov't	ord.7531 NS	5/14/27)			
Mariposa St.	Iswa to senn- sylvania	8 0.	md.1095	1/7/04	Franchisc	Grentee	
Meriposa St	York to Bryent	Ocean Shore R.R Ord. 6088 NS		12/11/23		and address of the same of	
Mariposa St.	Fennsylvania to Mississippi	A.T. & S.F.	ord.1470	4/24/05	Fronchise	Grantae	
Mariposa St.	Illinois to 3d	S.P. Co.	Cherter	11/5/07	AX	Grantee	216 P
Mariposa St.	Carolina to DeHaro	Fishback Somp Co.	ord.7379 NS	1/3/27	A8, B, C	Industry	LC1
Mariposa St.	Bryant to Florida	Ocean Shore R.H ord.6088 NS City Property Ord.12.2002 operated by S.P.		12/17/23 5/16/32	48,0,91	S.F. 65.	370 P
Mariposa St.	Bryont to Florida	Nucoa Butter Ord.5851 NS	7rc.5851 NS	4/20/23 A8,B,C	A 8, B, C	5.7.00.	30 P
Moryland St.	25th to 26th	W.P.R.R.	ord.582 NS	10/23/08	Franchise	G-antee	
Mason St.	Boy to Francisco Bouer Schweit- Ord.12.2015 zer Hop & Mait ord.12.2016	Bauer Schweit- zer Hop & Malt	ord.12.2013 ord.12.2016	5/14/34	AS, 10, 61, GC	Industry	180 F
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STREET	NCILTON	GRANTEE	PERMIT	DATE	OBLIGHTIONS	MAINTAIN BY	I.V.I
Mason St.	North Point to Bay	Bauer Schweit- Ord.12.2013 zer Hop&Malt© Ord.12.2016	ord.12.2015	5/14/34	A8, D, G1, G6	Industry	75 P
Massachusetts St	24th to 25th	W.P.R.R.	ord. 582 NS	10/23/08	Franchise	Grantee	
Massachusetts St	25th to 26th	W.F.P.2.	ord. 582 NS	1./25/08	Fr mohas.	Grantee	
McLea Court	8th to 9th	Carrillon	ord.4304 NS	8/27/17 A8,B,C	48,B,C	Industry	100 F
McKinnon Ave.	Banneveld Ave. to S.F. Co. Toland		Order 17548	2/27/42 A	Ą	Grantee	
McKinnon ave.	Pankin to Quint	S.P. 00.	024.1095	1/ 7/04	Franchise	Grentee	
McKinnon ave.	Rankin to Quint	S.F. 00.	ord.6669 NS	6/15/25	A,B,Bl,B2,G,DGrantee	Grantee	
Mendell St.	Armstrong to Bancroft	S.P. Co.	ord.6362 NS	9/29/24	A8, B, C	Grantee	
Mendell St.	Armstrong to Bancroft	Kortick Mfg.Co Ord.1772	Ord.1772	9/ 8/42 A,B	A,B.	S.P. Co.	
Mendell St.	Armstrong to Beneroft	Fremier Bed & Spring Co.	ord.6361 NS	9/29/24 AX,B,C	AX, B, C	S.P. 00.	
Mendell St.	Bencrift to Carroll	S.P. Co.	Ord.6362 NS	9/29/24 AB, B, C	i,8,8,0	Grantee	
Mendell St.	Bancroft to	S.F. Co.	ord.6774 NS	9/ 8/25	9/8/25 A8,B,B5,C,	Grantee	
Merrinac St.	Illinois to 3d	S.F. Co.	ord.1095	1/ 7/04	Franchise	Grantee	
Mississippi St	16th to 17th	Real Estate Development Co.	Ord. 94	6/27/00 T- 48		S.P. Co.	100F
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OBLIGHTIONS	AB, B, C, D	×		48, B. C	Χυ	Franchise	XY	Franchise	48,В,С	ÁΧ	AB, B, C	Χū	A8,B,C	0,8,B,C	68,B	
DATE	7/29/27	2/20/07		1/ 1/54	2/20/07	10/23/08	12/ 6/21	NS 10/23/08	6/15/23	2/20/01	8/15/29	2/20/02	4/15/18	7/18/27	2/10/19	O
PERMIT	Ord.7606 NS	ord. 160		ord.6276 NS	ord. 160	ord. 582 NS 10/23/08	ord.5502 NS 12/ 6/21	ord. 582 NS	Ord.5918 NS	ord. 159 NS	ord.8497 NS	ord. 159 NS	Ord.4568 NS	ord.7620 NS	ord.4780 NS	Q1 - L
GRANTEE	2.T. & S.F.	Real Estate Development Co		Real Estate Development Co.	Real Estate Development Co	W.P.R.R.	W.I.R.R.	W.F.R.R.	Edw. L. Soule	Mune & Hart	A.T. & S.F.	Hume & Hart	Fleisbhmann Co	A.T. & S.F.	A.T. & S.F.	
LOCATION	15th t: 17th	16th to 17th	16th to 17th	16th to 17th	16th to 17th	25th to 26th	Army to Tulare	22d to 23d	26th to Army	19th to 20th	20th to 22d	20th to 22d	22d to 23d	23d to 25th	23d to 25th	
STREET	Mississippi St.	Mississippi St.	Missouri St.	Missouri St.	Missouri St.	Minnesota St.	Minnesota St.	Mississippi St.	Mississippi St.	Minnesote St.	Minnesota St.	Minnesota St.	Minnesota St.	Minnesota St.	Minnesote St.	

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STREET	LOCATION	GRANTEE	PERMIT	DATE	OBLIGATIONS	MAINTAIN BY	Palvip
Minnesota St.	23d to 25th	Fleischmann Co. Ord. 4568 NS	ord.4568 NS	4/15/18	2, 5, 5, 5	Grantee	
Minnesota St.	At 25th .	A.T. & S.F.	Order 19180	2/19/43	렃	Grantee	
Montgomery St.	Francisco to Embarcadero	A.T. & S.F.	Ord. 243	3/ 1/01		Grantee	
Montgomery St.	Francisco	Globe Grain & Mill.	ord. 150 NS	2/ 8/07	XX		and the second second second
Montgomery St.	Francisco to Chestnut	Nat'l Paper & Products Co.	Or1.4190 NS	5/14/17	M		295P
Naglee St.	Cayuga to San Jose Ave.		No Franchise Prior Fights			Grantee	
Napoleon St.	Toland to Selby	S.P. Co.	Jrd.1095	1/ 1/04	Franchise	Grantee	
Natick St.	Bernal Ave. to Arlington	S.P. Co.	No Franchise Prior Rights				
Newcomb Ave.	Toland to Barne-	S.P. Co.)rder 17548	2/21/45		Grantee	
Newcomb Ave.	Toland to Barneveld	Jones Hard- wood Co.	Jrder 18723	10/23/42	Ţ.	Industry	
Newcomb Ave.	Phelps to Quint	S.P. Co.	ord.1095	1/ 7/04	Franchise	Grantee	
Newcomb Ave.	Phelps to Quint	S.P. Co.	ord.6669 Ns	6/15/25	A.B.Bl.B2,C,D Grantee	Grantee	
Newhall St.	Carroll Ave. to Egbert	S. B. Co.	ord.8873 NS	11/7/30 48,B,C	48,B,C	S.P. Co.& Industry	
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NS BY PAVIT	Grantee	Industry 170 P	Industry 50 P	Industry 240 P	Grantee 30 P	Grantee	Grantee	Grantes	Grantee 20 P	2004	50 04	. 50 40
OBLIGATIONS	A8, B, C	2,8,B,C	A8, B, D	18, B, C			я́8,В,С	#8,B	48,B,C	48,B,C 48,B,C	48, В, С 48, В, С 48, В, С	사용, B, C 사용, B, C 사용, B, C
DATE	11/ 7/30	11/3/27	6/3/30	6/ 5/35			5/8/26	6/25/40 148	5/ 8/26 A8,B,C	demonstration of the statement statement of the statement		riginariaminai nariti ny alianianan-valanonen valanonen ay anno no canandarananda na novo, i di cadanalisiasi
PERMIT	Ord.8873 NS	ord.7786 NS	ord.8787 NS	Ord.12.2015	No Franchise Prior Rights	No Frenchise Prior Rights	Ord.7083 NS	ord.692	ord.7083 NS	ord.7083 NS Ord.5818 NS	Ord.7083 NS Ord.5818 NS Ord.7083 NS	Ord.7083 NS Ord.7083 NS Ord.829
GRANTEE	S.F. Co.	Pacific Can Company	Pseific Can Company	Pacific Can Company	S.P. Co.	S.P. Co.	W.P.R.R.	W.P.R.R.	W.P.R.R.	W.P.R.R. Alice M. Jackson	W.P.R.R. Allce M. Jackson W.P.R.R.	W.P.R.R. Alloe M. Jackson W.P.R.R.
LOCATION	Carroll Ave. to Igbert	(erroll Ave. to	Curroll Ave. to Villiams Ave.	Carroll Ave. to Villiams Ave.	En Jose Ave. to San Miguel	At San Mateo Ave.	Earrison to Folsom	Enrison to Folsom	Erannan to Division	Eronnon to Division Eronnon to Division	Eronnan to Division Eronnan to Division Eryant to Eryant to	Eronnon to Division Francen to Division Erycut to Erycut to Erycut to
STREET	Newholl St.	Newhill St.	Newhell St.	Newhell St.	Miegera St.	Nientic St.	Ninth St.	Winth St.	Ninth St.	Ninth St.	Ninth St. Ninth St.	Ninth St. Ninth St. Ninth St.

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STREET	LOCATION	GRANTEE	PERMIT	D., TE	OBLIGATIONS	MAINTAIN	P. VS
	Bryant to Herrison	W.P.R.R.	Ord.7083 NS	5/8/26	48,B,C	Gr.nt.	
	Bryent to Branch	W.P.R.R.	Ord.7083 NS	5/ 8/26	48, B, C	Grantee	15 P
	Bryant to Bronnen	W.P.R.R.	0 d.5818 NS	3/ 9/23 A8,B,C	AB, B, C	Grintee	in the second of
	Bryant to Brannan	W.P.R.B.	Ord.6516 NS	2/ 9/25	AB, B, C	Grantee	and the second of the
Wineteenth St.	Indiana to lowe	A.T. & S.F.	ord.1756	3/50/02/2		Grantee	324 P
Nineteenth St.	Minnesots to Indiana	h.Т. & С.F.	Ord.1756	5/20/08		Grentec	
t St.	North Point St. Taylor to Jones	Pacific Cereal Ass'n.	Ord.1701 NS 12/26/05	12/26/05	-	S.P. Co.	14.7
North Point St.	Taylor to Jones	S.P. Co.	Ord.5801 NS 1/22/23	1/22/23	A8, B, C	Grántee	1070 P
North Point St.	Taylor to Jones	S.P. Co.	Ord.7023 NS	3/ 8/26	A8,B,C,E	Grantee	830 P
North Point St.	Taylor to Jones	Musto Sons Keenan Co.	ord. 320 NS 12/11/07	12/11/07	λX	S.P. Co.	I THE CHARLES IN I IT SECURE
۲۵ د۲	North Point St. Taylor to Jones	P.C. Rossi & A. Sborbaro	ord. 301 NS 12/ 6/07	12/ 6/07	XY	5.P. Co.	
00 tr	North Point St., Grent Ave. to Stockton	American Gream Tartar Co.	ord. 278	1/15/00	article and a second a second and a second a	S.P. Co.	
North Point St.	Grant Ave. to Etockton	San Francisco Sulphur Co.		1920		Grantee	
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Pr. V m	90 P		140 F	3000 P	20 P				150 P	4330 P			
M.INT.IN BY	Grantee	00 a.	Gruntee	Grintec	Grantee		S.P. Co.	Grantee	Industry	Grantee	Grantee & Industry	Grantee	
OBLIGATIONS	A8, B. C	Υw		A8,B,C	manus et la manuscut de	Make distinct Y South American	X17	48,B,C	A8,D G1,G7,G8	AB, B, C	A8, B, C	0 'XY'	
Desta	1/22/23	6/11/14	1945	1/22/23	3/ /01		6/11/14	2/18/24	5/14/34	1/22/03	12/10/23	7/20/16X.,C	53
PERMIT	Ord.5801 HS	crd.2803 NS	Secretary sign marks	ora.5801 NS	Ord. 246		ord.2803 NS	ord.6173 NS	ord.12.2015 5/14/34 ord.12.2016 12/16/35	ord.5801 NS 1/22/03	crd.6091 NS 12/10/23	Ord-3827 NS	T- 53
GP.,NTEE	S.P. Co.	McNob & Smith	U.S. Army	S.P. Co.	American Steel & Wire Co.	N.W.P.R.R.	McNab & Smith	Warehouse Investment Co.	Bauer Schweit- zer Hop & MaltCo	S.P. Co.	S.P. Co.	G.F. Terschu- rin, et al	
LOCATION	Grant Ave. to Stockton	Crent ave. to Stockton	Point St. Crant Ave. to tockton	Great ave. to Rearny	Grant Ave. to Kearny	St. Grent Ave. to Kearny	Grant Ave. to Kearny	Grant avt. to Kearny	North Point St. Mason to Taylor	St. Mason to Taylor	St. Mason to Taylor	Meson to Taylor	
STREET	North Point ct.	North Point St.	North Point St.	North Point Sc.	North Point St.	North Point St.	North Point St.	North Joint St.	North Point St.	North Point St.	North Point St.	North Point St. Meson to Taylor	

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P.LVIT			1136		450F	180F					950F	4330r	
M.INT.IN BY	Grantee	Industry	Grantee	Gruntee	Grantee	Industry	Grantee & Industry	Grante	Grantee	Industry or U.S.Army	Industry	Grantee	Grantee
OBLIGATIONS			8,B.C,D	×	0,8,B,C		A8,B,C	JX, C	2,8,B,C	18; B, C 68, B, C		28, B, C	To the second se
D. TE	1943	12/26/05	3/ 8/26	12/ 6/07	1/22/23	3/16/01	12/19/23	7/20/16	1/22/23	4/25/19	3/16/01	1/22/23	T 54 1942
PERMIT		ord.1701 NS	0.d.7023 NS	ord. 301 NS	ord.5801 NS	0rd. 246	ord.6091 NS	ord.3827 NS	ord.5801 NS	Ord.4832 Ord.5125 NS	or1. 246	ord.5,801 NS	T
GRANTEE	U.S. army	Pacific Cereal assn.	S.P. Co.	P.C.Rossi & A. Sbarbero	S.F. Co.	American Steel Ord. 246 & Wire Co.	S.P. Co.	G.F.Terschurin, Ord.3827 NS et cl	S.P. Co.	American Trad- ing Co. Connec- ted to & now. used by Army	American Steel Ord. 246 & Wire Co.	S.P. Co.	U.S. Army
LOC.TION	Mason to Taylor	Mason to Taylor	Meson to Teylor	Jones to Lesvenworth	Jones to Leavenworth	Powell to Mason	Powell to Mason	Powell to Mason	Fowell to Meson	owell to Mason	Powell to Stockton	lowell to Stockton	Powell to Stockton
STREET	North Point St.	North Point St.	North Foint St.	North Point St.	North Point St.	North Foint St.	North Foint St.	North Point St.	North Print St.	North Point St.	North Point St.	North Point St.	North cint St.

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To the same of the		1000	Acott.		. Nedori		· · · · · · · · · · · · · · · · · · ·			
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	i	Prog. 1 Bing. Street	7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7	of II.w.			Pr Arthanic	Mary Son System	भ राज्य कर हे त्रीतक	
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STREET	LCCATION	GRANTEE	PERMIT	DIE	OBLIG. TIONS	M.INTAIN BY	T. V
Cukdule ave.	Fitch to Griffith	U.S. Nevy	Orc.1703	1942	., B8, K	Grantee	
Ockdale Ave.	helps to Quint	S.F. 00.	Ord.1095	1/ 7/04	Franchise	Grantee	
Ocean Ave.	Tara to San Jose Ave.	S	No Franchiso Frior Rights	and control of the co		Grantee	230 P
Orange al.	24th to 25th	S. P. Go.	No Franchise Prior Rights	signaturante e contra		Grantee	150 r
Osage al.	24th to 25th	S.F. Co.	No Franchise Frior Rights	energype (melly-ridge) e		Granter	135 F
Ottawe ive.	Delano Ave. to San Jose Ave.	, d , d , d , d , d , d , d , d , d , d	No Franchise Prior Rights	The second secon	No st. here Trock does not cross Ottowo Acc.	The second desired and the second sec	ele
Pecific St.	Drumm to Eavis	Morris & Co. (Now S.F. Co.)	ord. 718 NS	60/5 /4	V.	Grantee	
Ialou Ave.	Griffith to Howes	U.S. Navy	Ord.1703	1942	, B4, K	Grantee	
Faul fve.	Carr to Gould	S.P. Co.	ord.1095	1/ 7/04	Franchise	Grantee	
Pennsylvania Avel6th to	16th to 17th	S. E. Go.	Ord.1095	1/ 7/04	Franchise	Grantee	
rennsylvania ave 16th to	16th to 17th	8.2.00.			White or	Grantee	
vaniave	sennsylvania ave 18th to Mariposa	A.T. & S.F.	ord.1470	1/24/05	Franchise	Grantee	
vanisve	lennsylvania .ve 18th to Mariposa	A.T. & S.F.	ord.6031 NS	10/22/23	0,0,E,0,D	Grantee	
rania ave	Fennsylvania ave 23th to 24th	W.F.R.R.	ord.582 NS 1:0/23/08		Franchise	Grantee	
			T- 55	55			

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CaV PP	1325 F	250 F	130 i 120 SW	1100.		22001	the same of the sa	400 F	`	162			
MITWELIN	Grentee	S.r. Co. 250 P	W.i.R.R. 1301	Grantee 1100,	T. 35.5.F.	to a price religion	Grantee	Grantee	F.T. & S.		Industry	Grantee	M.T.SS.F.
OBUIG. TICKS	14	a8,5,0,62	"X,B,C,E	A, B华, K	4/12/01 Frenchise	, , , , , , , , , , , , , , , , , , ,		72	Franchise }	hX.	8,B,C		74
DATE	11/5/07	5/ 8/17	4/23/28	6/12/42 A, B4, K	4/12/01	8/12/13		10/31/41	4/12/01	8/12/13 AX	4/14/54	10/51/15	55/23/42
IBRMIT	Charter	ord.4184 NS	Orc.8.10 NE	023.1703	ord. 270	0.4.2399 NS	de yaddigad wyddir ribre	Order 16882 10/31/41	ord. 270	Ord.2399 NS	Ord.6204 NS	ord.2059 NS 10/21/12	orler 18581 9/23/42
GRANTEE	8.2. Co.	Edward L.Soule	Crown Cork & Stopper Co.	U.S. Nevy	S.F. & S.J.V.	.1.T. & C.F.	Harbor Comm.	S.F. Co.	S.F. & S.J.V.	A.T. & S.F.	A.T. & S.F.	A.T. & S.F.	U.S.Marine Corps
LOC.TION	alomeds to Division	nlomeds to Division	25th to army	Griffith to Hawes	Custer	Arthur ave. to	Arthur Ave. to Custer	Arthur Ave. W.to	Custer to Devidson	Custer to Davidson	Custer to Dovidson	Custer to Dovidson	Custer to Davidson
STREET	otrero ave.	lothero ave.	. othero ave.	Ouesadeve.	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	Guint St.	Quint St.	Quint St.	Quint St.

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MAINTAIN	4.T.&S.F		A.T.&S.E.	T.885.F		A.T.&S.F. 240 I	Industry 240 F	A.T.883.F.	MANAGEM WATER	A.T.&S.F.	AND THE PARTY OF T	i Stole Faculturale Park	Grantee	Grantee	% .T. %	* E4 * O	Grantee	
OBLIGATIONS	Franchise)	AX	FA	Franchise)	Xi.	ÄX	À8,B,C	4/12/01 Franchise	\ \	Franchise)	(Xty	AX	Franchise	Xtv	4/12/01 Franchise)	/XY	Xii	
DATE	10/21/4	8/12/13	10/15/12	4/15/01	8/11/13	6/ 8/14 AX	12/22/24 A8,B,C	4/15/01	8/11/13	4/12/01	8/11/13	11/8/09	4/12/01	8/11/13	4/12/01	8/11/13	XTT 80/62/9	57
LERMIT	ord. 270	Ord.2399 MS	ord.2059 NS	ora.270	ord.2399 NS	ord.2792 NS	ord.6455 Ns	ord. 270	Ord.2399 NS	Ord. 270	Ord.2399 NS	ord.945 NS	or1. 270	Or1.2399 NS	ord. 270	ord.2399 NS	ord. 499 NS	T-
GRANTEE	S.F.& S.J.V.	A.T.& S.F.		S.F. & S.J.V. Ord.270	A.T. &.S.F.	Legallet-Hel- wig Tanring Co	E.T. Petersen Ord. 6455 NS Lumber Co.	S.F.& S.J.V.	A.T. & S.F.	S.F. & S.J.V. Ord. 270	A.T.& S.F.	A.T. & S.F.	S.F. & S.J.V. or1. 270	T. & C.F.	S.F. & S.J.V. ord. 270	A.T. & S.F.		
LOCATION	Davidson to Evens	Davidson to Evans	Davidson to Evans J.F. Holland	Evans to Fairfex	Evens to Feirfax	Evans to Fairfax Legallet-Hel- Ord.2792 NS wig Tanring Co	Evans to Fairfax	Fairfax to Galvez	Fuirfux to Galvez	Galvez to Hudson	Galvez to Hudson	Galvez to Hudson	Hudson to Innes	Hudson to Innes	Innes to Jerrold	Innes to Jerrold	Innes to Jerrold A.T. & S.F.	
STREET	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	Quint St.	

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STREET	LOCATION	GRANTEE	ERMIT	D.TE	OBLIG TOWS	MAINTAIN	T'ALL
Quint St.	Jerrold to Kirk-	S.F. & S. J.V.	ord. 270	4/12/01	Frenchise }	S.F. &	8
Quint St.	Jerrold to Kirk- wood	A.T. & S.F.	ord.2399 NS	8/11/13	X		300
Quint St.	Jerrold to Kirk-	A.T. & S.F.	or 1.499 NS	80/62/9	Y.Y	Grantee	450 F
Quint St.	Kirkwood to La Salle	S.F. & S.J.V.	ord.270	4/12/01	Franchise)	H.T.&S.F.	450 F
Quint St.	Kirkwood to La Salle	A.T. & S.F.	Ord.2399 NS	8/11/13	X		
Quint St.	Kirkwood to La Salle	A.T. & S.F.	ord. 499 NS	6/29/08 AX	ΑX	Grentee	160 2
Quint St.	La Salle to Mc Kinnon	S.F. Co.	ord. 188 NS	3/11/07	Franchise	Grantee	315 F
Quint St.	La Salle to Mc Kinnon	S.F. Co.	ord.1095	1/ 7/04	Franchise	Grantee	
Quint St.	McKinnon to New-	S. F. Co.	ord.6669 NS	6/15/25	6/15/25 A,B,B1,B2, C,D	Grantee	
Rondall St.	arlington to Bernel	S.£. Co.	No Franchise Frior Rights			Grantee	
Rankin St.	Islais to Custer	Harbor Comm.				Grantee	
Ronkin St.	Galvez to Innes Ave.	S.F. Co.	Ord.1095	1/ 7/04	Franchise	Grantee	
Renkin St.	Evens to Islais Chappel	Rosenberg Bros ord.4680 NS 8/26/188,B.C T- 58	Ord.4680 NS	8/26/18	™8,B,C	Grantee	

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	NOTO, OCT	GRANTEE	PERMIT	DATE	OBLIGHTIONS	EY III	T'v'T
STREET.	nes	S.r. 00.	ord.0509 NS	6/15/25	E, B, Bl, B2, C,	Grantee	
Fevere Ave.	Hawes to Griffith	S.F. Co.	Ord.9014 NS	J24/31	A,B1,53,DH, L	Industry	
Revene AVe.	Hawes to Griffith U.S. Navy		3-d.1703	7/13/42	A, B4, K	Grantee	
Phode Island	Alameda to 15th	Transcontintal Ord. 157 WS Freight Co.	ord. 157 NS	2/20/07	X×	4.1.8 S.F.	
Rhode Island	Alameda to 15th	A. P. & S. F.	Ord.1470	5/54/95	Franchise	Grantee	
Fhode Island	Alameda to Division	A.T. & S.F.	ord, 157 NE	2/20/01	Añ	Grantee	e C
Fhode Island	16th to 17th	W.P.R.R.	No Data	age manadal ATMI A			700
Rhode Island	16th to 17th	Dyer Bros. Gd- Ord.1650 den West Iron Works		10/30/05		Industry	
Rhode Island	16th to 17th	W.P.R.R.	ord. 582 NS 10/23/08 Franchise	10/23/08	Franchise	Grantee	2300F 420SW
Rhode Island	15th to 16th	A.T. & S.F.	ord.1632	20/6/01		() + \$ \$ \$ \$	
Rhode Island	15th to 16th	Pac. Coast Steel	Ord.4771 NS	1/29/19	Ad, B, C	e a un constant	
Rhode Island	15th to 16th	W.P.R.R.			1	-	
Ritch St.	Brannan to Townsend	M. Stulsaft Co.Ord.5678 NS	ord.5678 NS	8/16/22	8/16/22 A8, B, C, D	A.To anout	5
Ritch St.	Brannan to Townsend	W.H.Sullivan, Inc(Colgate &Co	ord.6233 N	5/ 1/24	5 5/ 1/24 A8,B,C,D	S.F.Co.& Industry	0 + CV
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		;				Pro-					CV.	Titles to	THE REAL PROPERTY.	

STREET	LOCATION	GRANTEE	, GRMIT	D.TE	SELIGATIONS	MAINTAIN	TIVE
Ritch St.	Brannan to Townsend			1908		00.	
Ritch St.	Brannan to Townsend	Cyrus S.Wright Ord. 592 NS		10/22/08	M	S.T. Co.	180 F 725W
Ritch St.	Brannan to Townsend	Howard Realty Co.	Ore.CI73 NS	3/ 6/24	58,B,C	S.). Co.	
Ritch St.	Bryant to Brannan	Howard Realty	ord.6171 NS	3/6/24	A8,B,C	3.7.°Co.	600 P
San Bruno ave.	Division to Alameda	F.E. Knowles	ord.4087 NS	2/27/17	AX	S.I. Co.	
san Bruno Ave.	Division to Alameda	S Co.	Charter	11/ 5/07	AX	Grantee	110 P
San Bruno ave.	Division to Alameda	Michel & Pfeffer	ord.7799 NS	11/21/27	11/21/27 A8,B,C,D	Grantee & S.P.Co.	
San Bruno Ave.	army to Bay Shore Blvd.	W.P.R.R.	ord.5502 NS	12/ 6/21	X.	Grantee	WSCH
San Jose Ave.	25th to 26th	S.F. Co.	No Franchise Prior Rights Abandoned			Grantee	
San Jose Ave.	Sickles Ave. to Alemany	S.F. Co.	No Franchise Prior Rights Abandoned	e come encompagne della completion della		Grantee	1350 P
san Jose Ave.	Mt. Vernon to Niegere	S.P. Co.	No Franchise Prior Rights Abandoned			Grantee	
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	State of State	The same of the	of actoryed	Mr. Par. go	No operation so	्या स्थाप ५०	SAL SPA	Cot manuscra	TOMBSONE	Totalities
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MAINTAIN BY	S.i. Co.	S.1. CO.	S.F. Co.	Industry	S.i. Co.	S.F. Co.	S.I. Co.	S.E. CO	S.i. Co	S.F. Co	S.1. Co.	. co.	The state of the s
OBLIGATIONS	M , Z.A.	AX, M	AX, M	28, B, C, D, M	AX, M	48, B, C, G9	AX, M	AX, M	AX, M	C,G2,M	48,B,C,M	AX, M	the freedominates and the second second second
Dr.TE	10/15/12	5/25/08	11/41/18	6/21/26	5/21/09	5/ 3/20	6/12/11	7/10/16	10/15/12	10/28/15	10/ 9/22	1 5/16	
PERMIT	ord.2058 NB	ord. 443 NS	ord.4712 NS	ord.7144 NS	ord. 790 NS	Ord.5147 NS	ord.1587 NS	ord.3817 MS)rd.2058 NS		Ord.5715 NS	ord.3766 NS 6	
GRANTEE	Nat. Raphael	Crane Co.	Moore Ship: building Co.	Crane Co.	Felton Co.	Felton Co.	Blinn Estate Co.	Bruce Cornwall	Nat. Raphael	Maria J.CebrianJrd.3555 NS	Los ingeles	Schmidt Litho. Co. & Hawley & Munson	
NOILTEDCT	Brannan to Townsend	Brannan to Townsend	Brannan to Townsend	Brannan to Townsend	Brannan to Townsend	Brannan to Townsend	Brannan to Townsend	Bryant to Brannan	Bryant to Brannan	Bryant to Brannan	Bryant to Brannan	Bryant to Brannan	
SYREET	Second St.	Second St.	Second St.	Second St.	Second St.	Second St.	Second St.	Second St.	Second St.	Second St.	Second St.	Second St.	

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2" Vin Pi Di			Tib. For Lingar Cooks	office and En		है। बारवर्ष ज्य	.come co.	perjoying go.		No.	*****
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LAST	914 P	80 1	300 5	310 :	215	10 P	1365	156F	40 P	galago and a most a single front and	240 P	560 F	50 F
MAINTAIN	S.E. Co.	S.F. Co.	S.I. Co.	S.P. Co.	S.P. Co.	S.F. Co.	S.P. Co.	S.P. Co.	Grantee	Grantee	Grantee	Grantee	S
OBLIGATIONS	X. M	M	C, F, M	AX, M	M, M	A8,B,M	AX, M	AX, M	7/15/30 A8,B,C,D,M Grantee	A8, B C, D.		AX	শ্ব ়
DATE	5/25/08	3/21/04	5/28/17		12/11/16	ħ2/2/ħ	7/10/16		7/15/30	7/18/27	and the state of t	11/23/07	1/8/43 4/8/43
BRMIT	Ord. 443 NS	Ord.1162	ord.4209 NS	ord.3817 NS	ord.4007 NS 12/11/16 AX,M	ord.6194 NS	ord.3817 NS	ord.4007 NS 12/11/16	ord.8810 NS	ord.7605 NS		Charter	Order 19031 Order 194451 (Relocation)
GRANTEE	Crane Co.	Heslett Whse.	Jacob Z. Davis Ord. 4209 NS Est. Co.	Bruce Cornwall ord.3817 NS 7/11/16	A. Schilling Co.	A. Schilling	U.S. Envelope	A. Schilling	S.£. Co.	S.P. Co.	S.F. Co.	S.F. 60.	Montague Tipe & Steel Co.
LOCATION	Townsend to King Crane Co.	Townsend to King Haslett Whse.	Folsom to Harrison	Folsom to Harrison	Folsom to Harrison	Folsom to Harrison	Herrison to Bryant	Harrison to Bryant	Harrison to Bryant	Evans Ave. to Galvez Ave.	3d to Illiabis.	3d to Illinois	3d to Illinois
STREET	Second St.	Second St.	Second St.	Second St.	Second St.	Second St.	Second St.	Second St.	Second St.	Selby St.	Seventeenth St.	Seventeenth St.	Seventeenth St.

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STREET	LOCATION	GRANTEE	LERMIT	DATE	OBLIGATIONS	BY	L , A".
Seventeenth St	Mississippi to	Berger & Carter	ord. 216 NS	5/14/07	Xv	Industry	
Seventeenth St.	Mississippi to Pennsylvania	A.T. & S.H.	Ord.1470	4/24/05		Grantee	
Seventh St.	King to Berry	S.7. Co.	Order 2406	1/14/91	Franchise	Grantee	.* 006
Seventh St.	Berry to Channel	S.1. Co.	Or ler 2406	16/41/2	Franchise	Grantee	1920 1
Seventh St.	Berry to Channel	S	Ord.2683 NS	3/16/14	AX	Grantee	200 3
Seventh St.	Channel to Hooper		Order 2406	7/14/91	Franchise	Grantee	
Seventh St.	Hoper to Channel	Felix Gross	ord.6620 NS	5/ 9/25	A8, B, B2, C, D Industry	Industry	700 ;
Seventh St.	Moper to Channel	S.f. Co.	Ord.2683 NS	3/16/14	ХА	Grantee	
Seventh St.	Hooper to Channel	S.I. Co.	Charter	11/23/07	ÄX	Grantee	
Seventh St.	Hoper to Irwin	S.F. Co.	Order 2406	7/14/91	Franchise	Grantee	450 1
Seventh St.	Hopper to Irwin.	S.F. Co.	Charter	11/23/07	Franchise	Grantee	
Seventh St.	Irwin to Hubbell	S.P. Co.	Order 2406	7/14/91	Franchise	Grantee	50 r
Seventh St.	Irwin to Hubbell	S.F. Co.	Charter	11/23/07	AX	Grantee	¥ 09
Seventh St.	Hubbell to E Deggett	S.F. Co.	Order 2406	1/14/91	Franchise	Grantee	250 r
Seventh St.	Hubbell to Drggett	S.F. Co.	0rd.6245 NS	5/23/24	ь8,В,С	Grantee	
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STREET	LOCATION	GRANTEE	LERMIT	DATE	OBLICATIONS	MAINTAIN BY	T' VE
Seventh St.	Drggett to 16th	S.1. Co.	Order 2406	16/41/2	Franchise	Grantee	1650 :
Seventh St.	16th to Deggett	Real Estate Development Co	Order 94	6/27/00		S.1 . Co.	
Seventh St.	16th to Daggett	S.P. Co.	Ord.6245 NS	5/22/24	A8,B,C	Grantee	
Seventh St.	Mississippi to Pennsylvania	S.F. Co.	Order 2406	7/14/91	Franchise	Grantee	1600 P
Seventh St.	Mississippi to Tennsylvania	A.T. & S.F.	3rd.1470 3rd.1699	5/24/05	Franchise Franchise	Grantee) 1350 F	1350 F
Seventh St.	Mississippi to Fennsylvania	Real Estate Development Co.	Order 94	6/27/00	a company of the comp	A.T.&S.F.	30 F
Seventh St.	Mississippi to remsylvania	Real Estate Development Co	ord. 160 NS	2/20/07	ÁX	A.T.& S.F.	
Shafter Ave.	Griffith to Hawes	U.S. Navy	ord.1703	7/13/42 A, B4,K	A, B4, K	Grantee	
Shotwell St.	23d to 24th	S.F. Co.	No Franchise Prior Rights Abandoned		The Physical States of	Grantee	
Shoup Ave.	Armstrong to Carroll	Pacific Can	Ord.7786 NS	10/31/27	A8, B, C	S.P. Co.	
Shoup Ave.	Carroll to Egbert	General Brew- ing Company	Order 17493	2/18/45	W .	Grantee	
Shoup ave.	Carroll to Egbert	S.P. Co.)rd.8875 NS 11/ 7/30 A8,B,C,D	11/ 7/30		Grantee	
Shoup Ave.	Carroll to Egbert	S.F. Co.	order 10706 6/7/39 T-64	6/ 1/39	n mail in the desiration of the	Grantee	
Charles of the County of the C	The second secon	The second secon	Desire to the typical date of the typical and the typical date of typical date of the typical date of the	And the second control of the second of the	The state of the s		and the same of the same of the same

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MAINTAIN BY	S.P. Co.	R.R.'s J.U.& M.		Grantee	R.R. 's J.U. & M.		A.T. & S. F.& S.P.	R.R.'s J.U.& M.		A.T.&S.F.	R.R.'s J.U. & M.	Grantee	
OBLIGATIONS		5/24/35 Franchise	Franchise /	hÃ	~~	Franchise \	A8, B, C		Franchise }		ÁΧ	Fronchise	
DATE		5/24/23	12/11/05	70/5/11	10/6/01	12/11/05	1/ 2/29	10/ 9/05	12/11/05	10/30/05	11/5/07	1/ 7/04	T- 65
, ERMIT		ord.1470	0r1.1699	Jharter	ord.1632	Ord.1699	ord.8469 NS Ord.8470 NS	Ord.1632	Ord.1699	ord.1650	Charter)rd.1095	T-
GRANTEE	S.P. Co.	A.T. & S.F. S. P. Co.	S. ?. Co.	S.F. Co.	A.T. & S.F.	S. Co.	Richfield 011	h.T. & S.F.	S.P. Co.	Dyer Bros.	A.T. & S.F. & S.P. &	S.P.Co.	
LOCATION	7th to Pennsylvania	De Haro to Carolina	De Haro to Carolina	De Haro to Carolina	De Haro to Carolina	De Haro to Carolina	De Haro to Carolina	De Haro to Rhode Island	3d to 6th				
STREZT	Sixteenth St.	Sixteenth St.	Sixteenth St.	Sixteenth su-	Sixteenth St.	Sixteenth St.	Sixteenth St.	Sixteenth at.	Sixteenth St.	Sixteenth St.	Sixteenth St.	Sixteenth St.	

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Sixteenth St.	3d to Illinois	8.5° Co.	Charter	11/ 5/07	Xq	Grantee	
Sixteenth St.	Carolina to Wisconsin	A.T. & S.F.	Ord.1470	5/24/05	Franchise)	R.R. 18 J.U.& M.	850 1
Sixteenth St.	Carolina to Wisconsin	S.f. 00.	0~d.1699	12/11/05	Franchise)		
Sixteenth St.	Carolina to Wisconsin	A.T. & S.F. & S.F. &	Order 7336 11/24/37		A, B4.	R.R.'s J.U.& M.	360.
Sixteenth St.	Carolina to Wisconsin	John Roebling & Sons	Ord.6348 NS 9/13/24 A8.B.C	9/13/24		A.T. &S.F.	na. vinaggue nã n. errannada
Sixteenth St.	Wisconsin to Arkansas	A.T. & S.F.	Ord.1470	5/24/05	Frunchise)	R.R.'s J.U.& M.	2050 2
Sixteenth St.	Wisconsin to Arkansas	S.P.Co.	0md.1699	12/11/05	12/11/05 Franchise		
Sixteenth St.	Wisconsin to Arkansas	Standard Oil	Order 9849	2/3/39	.A. B4	Industry	
Sixteenth ou.	Arkensas to Connecticut	A.T. & S.F.	0rd.1470	5/24/05	Franchise)	F.R. 1s J.U.& M.	2520j
Sixteenth St.	Arkansas to Connecticut	8. Co.	ord.1699	12/11/05	Franchise)		
Sixteenth St.	Arkansas to Connecticut	Abner Doble	Ord.158 NS	2/20/02	X	A.T.&S.F. 800P	800P
Sixteenth St.	Arkansas to Connecticut	Standard Cil	Order 9849	2/ 3/39	A,B4;	Industry	150 P
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	LCCATION	GRANTEE	PERMIT	DATE	OBLIGATIONS	MAINTAIN	PAVIT
Sixteenth St.	Arkansas to Connecticut	S.F. Co.	0.d.1699	12/11/05	Fr nchiss	Grantee	
Sixteenth St.	Arkenses to Connecticut	A.T. & S.F.	Ord.1470	5/24/05	Princhise	Grantse	
Sixteenth St.	Connecticut to Missouri	А.Т. & S.F.	0rd.1470	5/24/05	Franchise)	R.R. 13	2520P
Sixteenth St.	Connecticut to Missouri	S.P. Co.	ord.1699	12/11/05	Fronchise (
Sixteenth St.	Connecticut to Missouri	Abner Doble	ord. 158 NS	2/20/07 AX		A.T. &S.F. S.P. Co.	1000F
Sixteenth St.	Missouri to Mississippi	A.T. & S.F.	Ord.1470	5/24/05	Frenchise)	R.R.'s J.U.& M.	3600P
Sixteenth St.	Missouri to Mississippi	8.P. Co.	0rd.1699	12/11/05	12/11/05 Franchise }		
Sixth St.	Townsend to King S.F. Co.		ord.2683 NS	3/26/14	Franchise	Grantee	4240P
Sixth St.	King to Berry	S.P. Co.	ord.2683 NS	3/26/14	Franchise	Grantee	330P
Sixth St.	Berry to Channel	S.P. Co.	ord.2683 NS	3/26/14	Fronchise	Grantee	
So.Van Ness Ave	23d to 24th	. OO .	No Frenchise Prior Rights Abendoned	Note the second	200 2 10 2 10 P (Back)	S. ₹. €	4 5
Specr St.	Mission to	O.C.Pratt & J.	ord.2934 NS	9/28/14	A8, B, C, G, G2	A.T.&S.F. 370	370 P
Specr St.	to Folsom	& J.	ord.2539 NS 12/ ord.2934 NS 9/ T- 67	12/13/15 9/28/14 67	A8, B, C, G, G2	" &S.F.00 370 A.T.&S.F.1250	370 P

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STREET	LCCATION	GRANTEE	PERMIT	DATE	OBLIGATIONS	MAINTAIN BY	PAVIT
Spear St.	Folsom to Howard	A.T. & S.F.	Order 4855	10/ 7/36	AX	Grantee	
Spear St.	Folsom to Howard	A.T. & S.F.	Ord. 2633 NS	2/29/16	AX	Grantee	
Spear St.	Folsom to Howard	Great West. Smelt.& Refin- ing Co.	ord.3799 NS	6/26/16	AX,C,G,G2	Grantee	400 F
Spear St.	Folsom to Harrison	O.C.Fratt & J. A.Folger Jr.	Ord.2934 NS	9/28/14	A8,B,C,G,G2 A.T. & S. 810 P	A.T. & S.	810 P
Spear St.	Folsom to Herrison	A.T. & S.F.	ord.6066 NS 11/26/23 A8,B,C	11/26/23	A8, B, C	Grantee	200 P
Spear St.	Harrison to Folsom	Great West. Smelt.&Ref.Co.	ord.3799 NS		6/26/16 AX,C,G,G2,	Grantee	150 F
Spear St.	Harrison to Folsom	A.T. & S.F.	ord.6469 NS	1/ 5/25	AB, B, C	Grantee	1007
Spear St.	Harrison to Embarcadero	O.C. Fratt & J. A.Folger Jr.	0rd.2934 NS	9/28/14	AX	A.T.&S.F.	30 P
Spear St.	Harrison to Embarcadero	A.T. & S.F.	ord.6469 NS 1/ 5/25 A8,B,C	1/ 5/25	A8, B, C	Grantee	
Spear St.	Harrison to Embarcadero	A.T. & S.F.	ord.4485 NS	2/ 5/18	ord.4485 NS 2/5/18 A8,B,C,G,G2	Grantee	
Stanford St.	Brannan to Townsend	J. Sheldon Potter	ord.5745 NS 11/10/22 A8,B,C,D	11/10/22	A8, B, C, D	Industry	50 F 72.SW
Steuert St.	Folsom to Embarcadero	Great West. Smelt.&Ref.Co.	ord.6135 NS 2/ 1/24 A8,B,C	2/ 1/24	A8, B, C	Industry	
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Third St.	4th to Irwin	A.T. & S.F.	Ord.1286	40/61/6	AX	Grantse	5
Third St.	Brannan to Townsend	Clinton Fire- proofing Co.	ord.2225 NS	3/17/13 AX		S.P. Co.	235 P .6S W
Third St.	Brannan to Townsend	C.S. Wright (now S.P. Co.)	ord. 592 NS 10/19/08 AX	10/19/08		S.P. Co. 168W	168 W
Third St.	Arthur to Burke	Miller & Lux	ord.1407 NS	12/ 5/10	X''	S.P.Co. & A.T. &S.R	
Third St.	Arthur to Napo- leon	S.F.Co.& A.T.& ord.2399 NS S.F.	ord.2399 WS	-	AX	S.F.Co. & A.T.&S.F.	
wagong or		S.F. & S.J.V. Ord. 270	ord. 270	4/15/01			
Thirtieth St.	Chenery to Dolores	S.P. Co.	Frior Rights No Franchise Abandoned				
Thomas Ave.	Griffith to Hawes U. S. Navy	-	ord.1703	7/13/42 A,B4,K	A, B4, K	Grantee	
Toland St.	Evans to Galvez	S.P. Co.	ord.7605 NS	1/59/57	A8, B, C, D	Grantee	
Townserd St.	First to Gale	S.P. 65.	ord.2683 NS	3/23/14	3/23/14 Franchise	Grantee	
Townsend St.	First to Gale	S.P. Co.	Charter	11/23/07 AX	ΑX	Grantee	60 P
Townsend St.	First to Gale	Phillipine Veg. Ord. 4631 NS	ord.4631 NS	6/25/18 AX	ΑX	Industry))
Townsend St.	First to Gale		No Deta			S.P. Co.	
Townsend St.	First to Gale	S.P. Co.	ord.3412 NS	8/23/15 B,C,G3	B,C,G3	Grantee	
Townsend St.	2d to Colin P. Kelly Jr.	S.P. Co.	Charter 11,	11/23/07 AX 70	AX	Grantee	
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STLEET	LOCATION	GRANTEE	LERMIT	DATE	OBLIGATIONS	MAINTAIN BY	TIVE
Townsend St.	4th St. Crossing		No Data				100 F
Townsend St.	4th St. Crossing	S.P. Co.	Charter	11/23/07	МX	Grantee	10 P
Townsend St.	4th St. Crossing	S.i. Co.	Ord.5847 NS	4/ 9/23	1,8,B,C	Grantee	40 P
Townsend St.	4th to 5th	S.F. 65.	ord. 4831. NS	4/23/19	A, B, C, G1, G9	Grantee	120 F
Townsend St.	4th to 5th	S.F. Co.	ord.2683 NS	3/26/14	AX	Grantee	380 P
Townsend St.	4th to 5th		No Duto				240 P
Townsend St.	4th to 5th	S.F. C).	ord.5847 NS	4/11/23	48,B,C	Grentee	630 P
Townsend St.	th to 5th	S.T. Co.	ord.2683 NS	3/23/14	Franchise	Grantee	3170 P 20S W
Townsend St.	5th St. Crossing	S.P. Co.	ord.2683 NS	3/23/14	3/23/14 Franchise	Grantee	210 P
Townsend St.	5th to 6th	S.P. 00.	Ord.2683 NS	3/23/14	Frenchise	Grantee	1025 P
Townsend St.	6th to 7th		No Deta		1		1000 P
Townsend at.	6th to 7th	S.F. Co.	Charter	11/23/07	ÄХ	Grantee	300 P
Townsend st.	6th to 7th	S.F. Co.	ord.2683 NS	3/23/14	Franchise	Grantee	1630 P
Townsend St.	7th to 8th	Mc Gilvray Co.	ord.4070 NS	2/14/17	Xir	S.F. Co.	40 P
Townsend St.	7th to 8th	S.P. Co.	Charter	11/23/07	АX	Grantee	125 P
Townsend St.	7th to 8th	S.F. Co.	ord.2683 NS	3/23/14	Franchise	Grantee	9650 P
Townsend St.	Division to Kansas	S.F. Co.	ord.2683 NS 3/23/14 Franchise	3/23/14	Franchise	Grantee	220 P
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STREET	LOCATION	GRANTEE	PERMIT	D.TE	OBLIG TIONS	MAINTE IN BY	TAVIT
Townsend St.	Division to Kan-	S.P. Co.	Charter	11/23/07	λλ	Grantee	380r
Townsend St.	Division to Kensas	Mc Gilvray Co. Ord.4070 NS	Ord.4070 NS	2/14/17	X	S.T. Co.	
Treat ave.	Alameda to Flori- S.F.	S.P. Co.	Charter	11/23/07	X	Grantee	
Treat Ave.	Alameda to Florida	S.P. Co.	Ord.2617 NS	2/3/14	Ϋ́	Grantee	10 P
Treat Ave.	Alameda to 15th	S.F. Co.	Ord.2933 BS Res.6032	12/2/95	No Data Move Tracks	Grantee	
Treat Ave.	Alameda to 15th	Anheuser Busch Ord. 145 NS Brewing Co.	ord. 145 NS	2/18/07	AX	S.f. Co.	
Treat Ave.	Alameda to 15th	S.P. Co.	Churter	11/23/07	мX	Grantee	
Treat Ave.	Alameda to 15th	S.P. Co.	Order 2933 BS 12/ 2/95 Res.6032 6/ 4/10	12/ 2/95	No Date Move Tracks Grantee	Grantee	
Treat Ave.	15th to 16th	S.F. Co.	Order 2933BS 12/ 2/95	12/ 2/95	No Data	Grantee	
Treat Ave.	15th to 16th	S.T. Co.	Res.6032	6/14/10	Move Tracks		
Treat Ave.	22d to 23d	S.P. Co.	Prior Eights No Franchise Abandoned				10 P 28 SW
Twelfth St.	So. Van Ness Ave. to Howard	Michelin Tire Company	ord.5901 NS	5/29/23	48,B,C	Grantee	
			T- 72	72			

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T'VA.			250F	50 P		5407	450F				
MAINTAIN BY	Grintee	Industry		 	Industry	S.P. 00.	Industry		Grantee	Grantee	
CBLIG.TIONS	8,2,0,Gl	1,8,B,C,G1	48,B,C,G1	8,B,C,G1	A8, B, C, G1,	A8,B,C,G1 G1,G9	A8, B, C A8, B, C		X^{v_i}	АХ	
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BEMIT	ord.6511 N3 Ord.8664 NS	ord.6790 NS	Ord.6511 NS Ord.6512 NS Ord.8664 NS	ord.8765 NE	ord.6790 MS	Ord.6511 NS Ord.6512 NS Ord.8664 NS	ord.5903 NS	No Data	Ord.1756	Charter	[]
GLANTEE	Coty Property Operated by S.P. Co.	California Bak- ing Co.	Ocean Shore F.F. City Troperty Operated by S.F. Co.	Swanston Bros.	Colifornia Boking Co.	Ocean Shore F. R City Property Operated by S.P. Co.	Joseph Lerer &		A.T. & S.F.	S. S. C.	
LOCATION	H. Wird to Filson	Howard to Folsom California Bak- ing Co.	Folsom to Harrison	Folsom to Herrison	Folsom to Harrison	Harrison St. easterly	Harrison St.	Horrison St.	Indiana to Minnesota	Illinais to Michigan	The state of the s
130 II	Ivelfth St.	Twelfth St.	Twelfth St.	Twelfth St.	Twelfth St.	Twelfth St.	Twelfth St.	Twelfth St.	Twentieth St.	Twentleth St.	The state of the s

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STREET	LOC.TION	GRANTEE	E MIT	Date	OBLIG. TIONS	MAINTAIN	
Twemtieth St.	Illinois to Michigan	S. 2. 05.	Order 4329	7/ 3/36	B4	Grantee	
Twentieth St.	3d to Illinois	American Can Ca	ord.8531 NS 9/18/29	9/18/29	8, B, E, G4	Industry	75 F
Twentieth St.	Michigan to Georgia	S.F. C.	Churter	11/5/07	мX	Grantee	
Twenty-Second	Treat to Harrism S.P. Co.	S.P. 00.	Frior Fights No Frenchise Abandoned				80 F 2583W
Twenty-Second	Missouri to Texas	W.F.E.B.	ord. 582 NS	582 NS 10/23/08	άX	Grantee	
Twenty-Second St	Iswa to Indiana	A.H. & S.H.	Ord. 412	12/16/01	Franchise	Grantee	
Twenty-Second St.	Pennsylvania to Iowa	. CD	ord.1095	1/ 7/04	No Deto	Grantee	12F
Twenty-Third St.	Tennsylvania to Iowa	% 	ord.1095	1/ 1/04	No Dota	Grantes	
Twenty-"hird St. Folsom to	Folsom to Treat	S.E. Co.	Frior Rights No Franchise Abandoned				
Twenty-Fourth	Capp to So.Van Ness	S.F. Co.	Prior Rights No Frenchise Abandoned				
Twenty-Fifth St Valencia to Bartlett	Valencia to Bartlett	S.F. Co.	Prior Eights No Franchise Abandoned	,	- Open (15 Ocenture Vergeleinige gebo		
Twenty-Fifth St	lowe to Indiana	.ா. ஃ S.F.	Ord. 412 12, T- 74	12/16/01	Franchise	Grantse	

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LOCATION	GRANTEE	PEMMIT	DATE	OBLIGATIONS	MAINTAIN	PAVT
to Indiana	W.P.R.R.	ord. 582 NS	10/23/08	Franchise	Gr.ntee	
Indiana to Minnesota	A.T. & S.F.	ord. 412	12/16/01	Franchise	Grantee	
Minnesota to Tennessee	A.T. & S.F.	ord. 412	12/16/01	Franchise	Grantes	
Minnessta to Tennessee	A.T. & S.F.	ord.7620 NE	7/18/27	A8, B, C	Grantes	
Tennessee to 3d	A.T. & S.F.	ord. 582 NS	10/23/08	Franchise	Grantee	
Louisiana to Maryland	Wallana.	ord. 582 NS	10/23/08	Franchise	Grintee	
Maryland to Delaware	W.F.L.R.	ord. 582 NS	10/23/08	Franchise	Grantee	
Delaware to Massachusetts	W.T. h.R.	ord. 582 NS	10/23/08	Franchise	Grantee	
Guerrero to Fair Oaks	S.F. Co.	Prior Rights No Franchise Abandoned				
Church to Dolores	S.r. Co.	Prior Rights No Franchise Abandoned				
Church to Dolores	S.F. Co.	Prior Kights No Franchise Abandoned				
Griffith to Hawes	U. S. Navy	Ord.1703	7/13/42	A,B4,K	Grantee	
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STREET	LOCATION	GRANTEE	TIKUE	DATE	OBLIGATIONS	MAINTAIN BY	PAVIT
Union St.	Esteny to	American Mill- Ord. 461	ord. 461	3/1902	No Date	Grantee	
Union St.	Battery to Sonsome	National Ice & Cold Storage	ord.2500 NS	11/15/13	χο	Grantse	
Union St.	Front to Bottery American Mill- Ord. 461 ing Co.	Americon Mill- ing Co.	ord. 461	3/1902	No Dota	Industry	50 F
Utah St.	Alsmeda to 15th	8.1.0.	Charter	11/ 5/07	XF	S.F. C.	
Utah St.	Alomedo to 15th	American Radiator Co.	Ord. 148 NS	2/ 8/07	XX	S.1. C., 100	100 F
Utah St.	Alameda to Division	S.F. 65.	Charter	11/5/07	X	Grantee	430 P
Valencia St.	25th St.Crossing		Prior Rights No Franchise Abandoned				
Vallejo St.	Sansome to Battery	Cacific Coast Biscuit Co.	Ord.8430.NS Repealing Ord.8373 NS	4/29/29	AS, B, C, D	Industry	
Vallejo St.	Sansome to Battery	Petri Cigar Co Order 8971	Order 8971	9/14/38	4,В	Industry 131	131 P
Vallejo St.	Battery to Front Racific Coast Biscuit Co.	Racific Coast Biscuit Co.	ord.8430 NS	4/59/59	4/29/29 A8,B,C,D	Industry 684 P	684 F
Vallejo St.	Battery to Front Crocker Invest Ord. 4006 NS ment Co.	Crocker Investment Co.	ord.4006 NS	12/11/21 AX	ΑX	Industry	
Vallejo St.	Battery to Front The Lurie Co.	-	Order 8956	9/14/38	-t	Industry	
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STREET	LOCATION	GRANTEE	PERMIT	DATE	OBLIGATIONS	MAINTAIN	PAVIT
Vallejo St.	Bettery to Print . etri Cigor	estri Cigar C	Order 8971	dia 85/41/6	.014	Industry	
Vallejo St.	Front to Devis	S.I. C.	Charter	1/23/07	74.	Grantee 860 P	860 P
Valleje St.	Front to Davis	S.I. Co.	crd.1646 NS	11/51/8	XIT	Grantee	5405W
Vallejo St.	Davis to Embar-	S.F. Co.	Charter	1/23/07	Xn	Grantee	
Valley St.	Church to Dolores	S.E. Co.	Prior Nights No Franchise Abandoned			Grantee	Remove
Van Dyke Ave.	Hawes to Ingalls	U. S. Nevy	ord.1703	7/13/42 4, B4, 区	A, B4, K	Industry	
Van Ness Ave.	Beach to Jefferson	Harbor Comm.	N) Dete			Grantee	
Vermont St.	Alameda to Division	W.F.R.B.	0rd.848 Ns	XV 60/9 /8	AX	Grantee	
Vermont St.	Alameda to Division	W.P.R.F.	ord.582 NS 10/23/08 Franchise	10/23/08	Franchise	Grantee	
Vermont S+.	Alameda to Division	W.P.R.K.	ord.1255 NS	7/20/10 A8,G2	A8,G2	Grantee	
Vermont St.	Alameda Crossing W.F.R.R.	W.T.R.R.	ord. 582 NS	10/23/08	АХ	Grantee	
Vermont St.	Alameda Crossing W.F.F.R.	W.F.K.R.	Ord.1255 NS	7/20/10 A8,G2	A8, G2	Grantee	
Vermont St.	Alameda Crossing W.P.E.B.	W.P.B.B.	ord. 848 NS	60/9 /8	ΑX	Grantee	
Vermont St.	Alameda to Division	S.F. Co.	Charter	11/ 5/07 AX	AX	Grantee	
Vermont St.	Alumeda to Division	Pac.Gas & Elec-Ord.2030 NS 9/25/12 .X tric 63.	Ord.2030 NS	9/25/12	Xtr	S.F. Co.	

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M. INTAIN BY	Grantee	Grantee	Grantee	Grantee	Industry	Grantee		Industry	Grantee	Grantee	Grantee	Grantee	Grantee	s Grantee	Industry	
OBLIG. "IONS	X	Franchise	18,02	XV	A8, B, G	Franchise		А,В4,К	A8, B, C	Franchise	Franchise	48,B,D	AX	Mayo Tracks Grantee	, 12, 134, K	
D.TE	6/14/10	10/23/08	6/20/10	8/ 6/09	4/27/23	1/ 1/04	ma	7/13/45	9/12/54	1/ 1/04	10/23/08	6/21/37	11/ 5/07	6/14/10	7/13/49	
ENMIT	Fes.6032	ord. 582 NS 10/23/08	Ord.1255 NS	ord. 848 NS	ord.6588 NS	0r3.1095	No Data	ord.1703	ord.6349 NS	ord.1095	ord. 582 NS 10/23/08	Ord.12.2021	ord. 145.	Les.6032	Ord.1703.T-78	
GRANTEZ		W.T.R.E.	W.T.R.B.	Dunham, Cerrigan & Hayden Company	S.F. C.	S.P. Co.	S.F. 05.	U.S. Navy	W.P.B.R.	S.P. Co.	W.F.R.E.	W.P.R.R.	S.P. Co.	S.P. Co.	U.S. Navy	
LOCATION	lamed: to Division	Alsmeda to 15th	Alameda to 15th	Alameda to 15th	Bay Shore to Hert	Hart to Evatt	Sen Jose to Cayuga	Hawes to Ingalls	Loomis to Marengo	Feddy to Dana	18th to Moripose	18th to Mariposa	Alameda to Division	Alomeda to	Division Yosemite Ave. Hawes to Ingalls	
STREET	Vermont St.	Vermont St.	Vermont St.	Vermont St.	Visitacion AVO.	Visitacion Ave.	Whipple ave.	Wallace Ave.	Waterloo St.	Williams ave.	Wisconsin St.	Wisconsin St.	York St.	York St.	Yosemite Ave.	

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TABLES

SPUR TRACK PERMITS

GRANTED BY ORDINANCES

WHICH ARE STILL IN FORCE

BUT TRACKS

DO NOT EXIST

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S. UN. TEACK RERMITS GRANTED BY OFDINANCE AND IN FORCE BUT TRACK NOT EXISTING

STEET	LOCATION	GRANTEE	BILL	SNDID-MCE	D.TE	JOURNAL
Alomeda St.	Utch	F.E. Knowles	2424	3910 NE	9/25/16	776
Alsmeda St.	Rhode Island	1.T. & S.F.	1020	898 NS	6/21/08	870
Arkunsas St.	8th to De Hero	A.T. & S.F.	1157	1024 NS	12/20/09 1190	1190
Barereft av.	East of Fhelps St.	S.I. Co.	9319	8825 NS	8/11/30	1949
Battery ot.	Filbert St.	Werehouse Invest- ment Co.	4985	4630 MS	6/24/18	539
Bay St.	Kearny to Grant ave.	A.T. & S.F.	4928	8M 4254	4/15/18	323
Beach St.	Larkin - Jefferson to Hyde	California Fruit Growers Assoc.	3767	Su 4445	9/27/15	1047
Eeule St.	Harrison to Howard	C.M. Belshaw	5248	4885 NS	7/ 7/19	552
Eecle St.	Brannan to Harrison	Funham, Carrigan & Hayden Co.	3128	2848 MS	7/27/14	829
Berry ft.	7th to De Haro	Thos. G. Knight	1526	7045 NS	3/59/56	624
Bluxome St.	5th to 6th	Moody Estate Co.	1174	1077 NS	2/14/10	103
Bluxome St.	5th to 6th	Moody Estate Co. HM. & Stetson	3405	3107 NS 837 NS	1/26/15	103
Bluxome St.	4th to 5th	Timothy Hopkins	6444	4105 NS	3/12/17	
Bluxome St.	6th to 5th	Miller & Lux	1171	1041 NS	1/3/10	24
Bryant St.	Alameda to Division	John Fapp & Son	1218	1087 NS	2/21/10	204
Cerroll	Jennings & Ingalls	G. R. Reed Co.	8700	8209 MS	9/54/58	5046
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S. UI TRACK ERMITS GRANTED BY ORDINANCE AND IN FORCE BUT TRACK NOT EXISTING

STREET	LOCATION	CEANTEE	BILL	ORDINANCE	DATE	JOURNAL
Dovis St.	Broadway to Pacific	Real Prop. Invest. Co	1911	1027 NS	12/20/09	1192
Devis St.	Chambers	Frapoli Est.	3337	3047 NS	12/15/14	1401
Division St.	Florida to Bryant	Moren and Co.	5491	5124 NS	4/12/20	586
Egbert Ave.	At Newholl St.	Kraft Chaese & S. i. Co.	553	533 NS	04/4 /4	465
Eighth St.	Hooper - Wisconsin to 16th	George L. Center Joseph B.C. Coryell	2081	1867 NS	5/8/12	254
Eighth St.	Carolina	A.T.&S.F. & B.P.Co.	1157	1024 NS	12/20/08	1190
Fremont St.	Brannan to Bryant	City Coal Co.	5296	4933 NS	9/15/19	758
Fifth St.	Brannan to Bryant	W.T. Garrett & Co.	736	636 MS	12/ 7/08	1093
Fifteenth St.	Phode Island to De Haro	Haroa.T. & S.F.	8287	7798 NS	11/21/27	2180
Fifteenth St.	De Haro	A.T. & S.F; &S.P.Co	1157	1024 NS	12/20/09	1190
Florida St.	16th to 15th	F.E. Knowles	763	689 NS	2/23/09	180
Florida St.	18th to 19th	August J.Lang & Co.	1078	950 NS	11/12/00	1022
Florida St.	11th to 12th	Calif.Pottery Co.	6285	5852 NS	4/ 9/23	331
Florida St.	18th to 19th	Central Iron Warks A.A. Devoto	9201	948 NS	11/ 9/09	1022
Florida St.	Mariposa to 18th	A.A. Devoto	1077	SN 646	11/15/09	1022
Fourth St.	Townsend.St Grook St. Lusk. Ritch - 3rd	St.M. J. Brandenstein Co.	0094	4264 MS	7/16/17	958
			T-80	80		

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	OLDIN. NOE	1006 NS	300	5813 NS	5814 NS	7482 NS	308 NS	6863 NS	6539 NS	4711 NS	3714 NS	518	9015 NS	6651 NS	.4995 NS	1289 NS	81
	BILL	1136		6229	6230	1961		7341	7013	1177	9404	598	9776	7128	5359	1435	- E
	GILLINIEE	Est.of J.O.Whit-	Guggenheim & C	Zellerbach Faper	Fred W. Hollman	S.P. Co.	Morton L. Cook	S.F. Co.	S.P. Co.	Hind Estate	American Can Co.	Enterprise Brewing	W.P.R.B.	W.P.R.R.	A.P. Heise	S.F.Gas & Elect.Co	
S. UN INGON LENGTED DI CINDINITION IN THE STATE OF THE ST	LOCATION	Green t. Vallejo	Filbert St.	Pacific to Jackson	Pacific to Jackson	Alameds, Eldorado to 4th	Sansome St.	Alameda to Division	18th to 19th	17th to 18th	18th to 19th	16th to 17th	Donner & Underwood (5) tracks)	North of Cortland	Embarcadero to Steuart	23d to 22d	
Or Use	STREET	Front St.	Front St.	Frant St.	Front St.	Georgia St.	Green St.	Harrison St.	Harrison St.	Harrison St.	Harrison St.	Harrison St.	Hawes, Ingalls	Holladay Ave.	Howard St.	Illinois St.	

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STRBET	LOCATION	GRANTEE	BILL	ORDINANCE	DATE	JOURNAL
Illinois St.	20th to 22d	A.T. & S.F.	3488	3182 NS	4/5/15	390
Illinois St.	18th to 20th	Union Iron Works Co	3861	3536 MS	12/13/15	1405
Innes Ave.	Cross Street Unknown	A.1. & S.F.	962	839 ME	60/61/2	717
Iowa St.	23d to 25th	A.T. & S.F.	6708	6246 NS	5/19/24	584
Islais St.	3d St. to Arthur Ave.	Harbor Comm.	4834	4486	2/4/18	107
Jefferson St.	Taylor	O.A. Nelson	5249	4886	7/ 7/19	553
Jefferson St.	Taylor to Jones	Calif.Pac.Pkg.Co.	5117	5148 NS	5/ 3/20	359
Kearny St.	Francisco to Bay	Joshua Hendy Iron Works	5241	4879 NS	6/24/19	513
King St.	Berry - Channel, & Hooper	S.P. Co.	846	828 NS	60/9 /2	674
Loomis St.	At San Bruno Ave.	W.P.R.R.	6961	6486 NS	1/19/25	85
Loomis ft.	Oakdale to Waterloo	W.P.R.R.	7415	6933 NS	12/30/25	1839
Mariposa St.	Carolina St.	Wm.L. Murphy	2210	1983 NS	8/19/12	681
Mariposa St.	York to Hampshire	Daniel O'Day	3142	2872 NS	8/13/14	851
Newcomb Ave.	Barneveld to Rankin	W.P.R.R.	0046	8991 NS	5/11/31	896
North Point St.	Stockton to Grant Ave.	S.F. Iron & Metal Co	947	SN 449	12/21/08	1112
North Point St.	Mason to Taylor	Pac, Box Rectory Inc	7239	6761 NS	8/24/25	1223
North Point St.	Mason to Taylor	Healy Tibbetts Construction Co.	4499 T-	6195 NS 82	4/ 7/24	343

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STREET	LOCATION	GRANTEE	BILL	ORDINANCE	DATE	PAGE IN JOURNAL
Rhode Island St.	15th & 16th Sts.	S.P.Co.& A.T.&S.F.	8104	7618 NS	7/18/27	1339
Rhode Island St	Alameda to 15th	Nat'l Ice & Cold Storage Co.	1413	1266 NS	8/1/10	777
Second St.	Stillman	Chas.G.J.Josue	1044	4057 NS	2/ 5/17	153
Second St.	Harrison & Brannan	Yerba Buena Improvement Co.	1170	1110 NS	3/14/00	276
Second St.	Folsom & Harrison	Marion L. Sherman	5186	4826 NS	4/ 7/19	235
Second St.	Bryant to Harrison	John Finn	4402	4058 NS	2/5/17	153
Second St.	Townsend St.	Brandenstein & Co.	4162	3826 NS	7/11/16	092
Second St.	Bryant to Brannan	Palmolive Co.	6245	5985 NS	8/27/23	927
Second St.	Brannan & Federal	Terminal Whse.Co.	6761	6294 NS	7/14/24	826
Second St.	Bryant St. northerly	J. Graham Mfg.Co.	8009	5602 NS	3/27/22	277
Second St.	Bryant to Stillman	Willard Battery Co	2009	5601 NS	3/27/22	277
Second St.	Bryant to South Park	Kohler Co.	6282	5849 NS	4/ 9/23	330
Second St.	Harrison to Bryant	Ralph McLeran & Co	9529	5949 NS	6/18/23	699
Seventh St.	Hubbell to Daggett	S.P. Co.	2019	6245 NS	5/19/24	583
Seventh St.	Berry to Brannan	S.P. Co.	7342	SN 7989	11/23/25	1631
Sixteenth St.	Arkansas	A.T.&S.F. &S.P.Co.	1157	1024 NS	12/20/08	1190
Sixteenth St.	Hubbell to Missouri	Cal. Iron Yards Corp	7994 83	7510 NS	4/18/27	959

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STREET	LOCATION	GRANTEE	BILL	CRDINANCE	DATE	JOURNAL
Sixteenth St.	Wisconsin to Arkansas	Pan-American Pet-	7012	6538 NS	3/ 9/25	311
Seventeenth St	Mariposa to De Haro	Fischbeck Soap Co.	5016	4659 NS	7/29/18	959
Spear St.	Harrison to Folsom	Western Fuel Co.	4327	3987 NS	11/27/16	1204
Spear St.	Bryant St.	A.T. % S.F.	5386	5022 NS	12/22/19	1110
Townsend St.	Bluxome - 4th to 6th	S.P. Co.	5191	4831 NS	4/21/19	281
Townsend St.	3d to 4th	Ogden Packing & Provision Co.	4383	4078 NS	2/26/17	228
Treat Ave.	16th & 17th Sts.	S.P. Go.	7461	SN 5799	2/8/26	200
Twelfth Ave.	At Revera St.	P.L. Burr	6187	SY 66 MS	12/11/22	1041
Twelfth St.	Howard to Mission	J.R. Howell	1937	1734 NS	12/27/11	975
Twelfth St.	Mission St.	Ccean Shore R.R.	5239	t877 NS	6/24/19	602
Twelfth St.	Folsom to Harrison	esnouweN.D oguH	5304	4945	6/25/16	779
Twelfth St.	Folsom to Harrison	Joseph Lerer	1864	4626	81/42/9	216
Twelfth St.	Folsom to Harrison	H.H. Helbush & Co.	6288	5902 NS	5/28/23	575
Twelfth St.	Mission to Howard	Dempster Estate Co.	6290	2904 NS	5/28/23	576
Twelfth St. Twenty-FifthSt Utah St.	Mission to Howard Tennessee to 3d 15th to Alameda	Ocean Shore R.R. A.T. & S.F. Independent OilCo	6291 8289 380	5905 NS 7800 NS 341 NS	5/28/23	577 2182 112
Vallejo St.		Mary E. Carter	4708	4363 NS	10/22/17	1314
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STREET	LOCATION	GRANTEE	BILL	ORDINANCE	DATE	PAG E IN JOHENA
Vallejo St.	Sansome & Front	Pac.Coast Biscuit	8879	8373 NS	4/ 4/29	415
Vallejo St.	Front to Davis	Real Prop. Invost.	1160	1026 NS	12/20/09	1192
Vermont St.	Alameda	Utah Coal Sales Co.	0044	4056 NS	2/5/17	153
Vermont St.	Kansas to Rhode Island	Ocean Shore R.R.	2134	1913 NS	8/19/12	428
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TABLES

SPUR TRACK PERMITS

GRANTED BY DIRECTOR OF PUBLIC WORKS

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SHUR TRACK PERMITS GRANTED BY DIRECTOR OF PUBLIC WORKS, AND STILL IN FORCE BUT THACK NOT EXISTING

DATE	6/ 7/42	8/26/36	9/20/37	12/2/38	12/12/41	10/8/41	
ORDER NO. DATE	18091	4625	7104	2446	17154	16737	
GRANTEE		Safeway Stores	S.P. Co.& A.T.&S.F.	Shell Oil Co.	S.P. Co.	3.P. Co.	T- 86
LOCATION	Greenwich to Lombard	At 20th St.	North of 25th St.	At Army St.	At Taylor St.	Brannan & Townsend	
STREET	Battery St.	Harrison St.	Illinois St.	Illinois St.	North Point St.	Second St.	

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SPUR TRACK PERMITS THAT CAN NOT BE IDENTIFIED

Arkansas St. Hubbe Arkansas St. 18th Berry St. 7th S Brannan St. Secon	Hubbell to 7th	The state of the s		The second secon	2000
st.		Standard Oil Co.	163 NS	2/20/07	411
<u>د</u>	18th to 19th - Wisconsin	W.P.R.R.	256 NS	9/18/07	412
	7th St west	Harron, Rickard & McCone	1569	7/11/05	204
	Second St south	M.J. Hawley	217 NS	5/14/07	407
Chestnut St. Montg	Montgomery	Globe Grain & Mill Company	929	1/14/03	904
De Haro St. Alame	Alameda to Division	Pacific HardwareCo	151 NS	2/8/07	604
Fifth St. Towns	Townsend St.	Ferdinand Reis	949	2/ 6/03	014
Harrison St. 17th	17th to 18th	City St.Imp't Co.	149 NS	2/ 8/07	†0†
Harrison St. 17th	17th to 18th	City St.Imp't Co.	158	11/7/1900	404
Harrison St. 16th St.		American Steel & Wire Co.	512	6/ /02	403
Harrison St. 16th	16th St.	W.A. Schrock	389	10/18/1901	411
Harrison St. 18th	18th to 19th	Calif.Wire Cloth Company	1254	7/18/04	†10t
Harrison St. 19th	19th to 20th	Flora Jones	1356	12/12/04	408
Hooper St. 6th St.	St.	S.P. Co.	1751	5/19/06	411
Indiana St. 20th	20th to 22d	A.T. & S.F.	1575	7/31/05	403
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SPUR TRACK PERMITS THAT CAN NOT BE IDENTIFIED

STREET	LOCATION	GRANTEE	ORDINANCE	DATE	FRANCHES
Indiana St.		Tubbs Cordage Co.	1407	1/30/05	412
Illinois St.	18th to 19th	James Creighton	1550	1/3/05	405
Kansas St.	Rhode Island to Alameda	National Ice Co.	293	5/8/01	604
King St.	3d to 4th	McDonald Lumber Co	146 MS	2/8/07	408
Minnesota St.	20th St south	Sente Fe Land Improvement Co.	162 NS	2/20/07	411
Potrero Ave.	22d St north	Facific Rolling Mills	8651	2/8/07	604
Nineteenth St.		Pacific Vacuum Ice Co.	673	3/18/03	604
Rhode Island St.	Mariposa to 17th	Reinhardt Lumber & Planing Mill Co.	218 NS	5/14/07	Oth
Rhode Island St.	El Dorado to Division	Sanitary Reduction Works	952	8/27/03	
Rhode Island St.	16th to Division St.	Transcontinental Freight	157 NS	2/20/07	412
Seventh St.	Berry St.	Harron, Rickard Mc Cone	SN Thh	2/ / 05	407
Seventh St.	Irwin St.	Ida J. Moody	442 NS	2/6/2	604
Sixteenth St.	De Haro & Rhode Island	Monadnock Brick Co	161 NS	2/20/01	804
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17th St. Intersection Union Oil Co. 1192 5/2/04 Herrison St. Pattosian & Co. 476 4/25/02 Mississippi to Texas Rael Estate Dev.Co 287 5/2/01 De Haro to Carolina Hampton McDornddco 175 NS 3/4/07 Clarence S.F.G.s & Electric 19 NS 6/9/06 Colin P. Kelly Jr. C. Cellahen 1505 5/29/05 3d St. A.T. & S.F. 1286 9/19/04 Hooper to Irwin D. McRies 1519 1/12/05 Co. Colin Canite 161 3/18/04 Co. Tracks Haslett Marchouse 162 3/21/04 W.P.R.R. 983 NS 12/6/09 T-89 T-89 T-89 T-89 T-89 T-89 T-80 T-89 T-80 T-89 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T-80 T	STREET	LOCATION	GRANTEE	ORDINANCE	DATE	FAGE
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De Haro to Carolina Hampton McDorddo 175 NS 3/ 4/07 Clarence S.F.Gas & Electric 19 NS 6/ 9/06 Colin P. Kelly Jr. C. Cellahan 1505 5/29/05 3d St. Cordes Furniture 961 9/ 2/03 7th to 8th J.D. McGilvray 1117 2/ 1/04 3d St. A.T. & S.F. 1286 9/19/04 Hooper to Irwin D. WcPhee 1519 1/12/05 - Raymond Granite 1161 3/18/04 Co. Tracks Haslett Warchouse 1162 3/21/04 Co. Tracks T.B. Raymond Granite 1161 3/18/04 Co. Tracks 17-89	Sixteenth St.	Mississippi to Texas	Real Estate Dev.Co	287	5/ 2/01	410
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HARRISON ST .- NORTH OF 16TH ST.



CROSSING - HARRISON & 16TH ST.



HARRISON & 20TH ST.





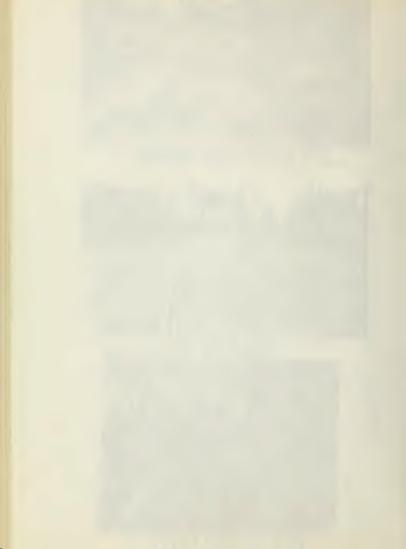
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RAILS IN RIGHT OF WAY HAVE BEEN REMOVED



FLORIDA ST. NEAR 15TH ST. GOOD CONDITION - S.P. CO.



9TH ST. BET. BRYANT & HARRISON STS.



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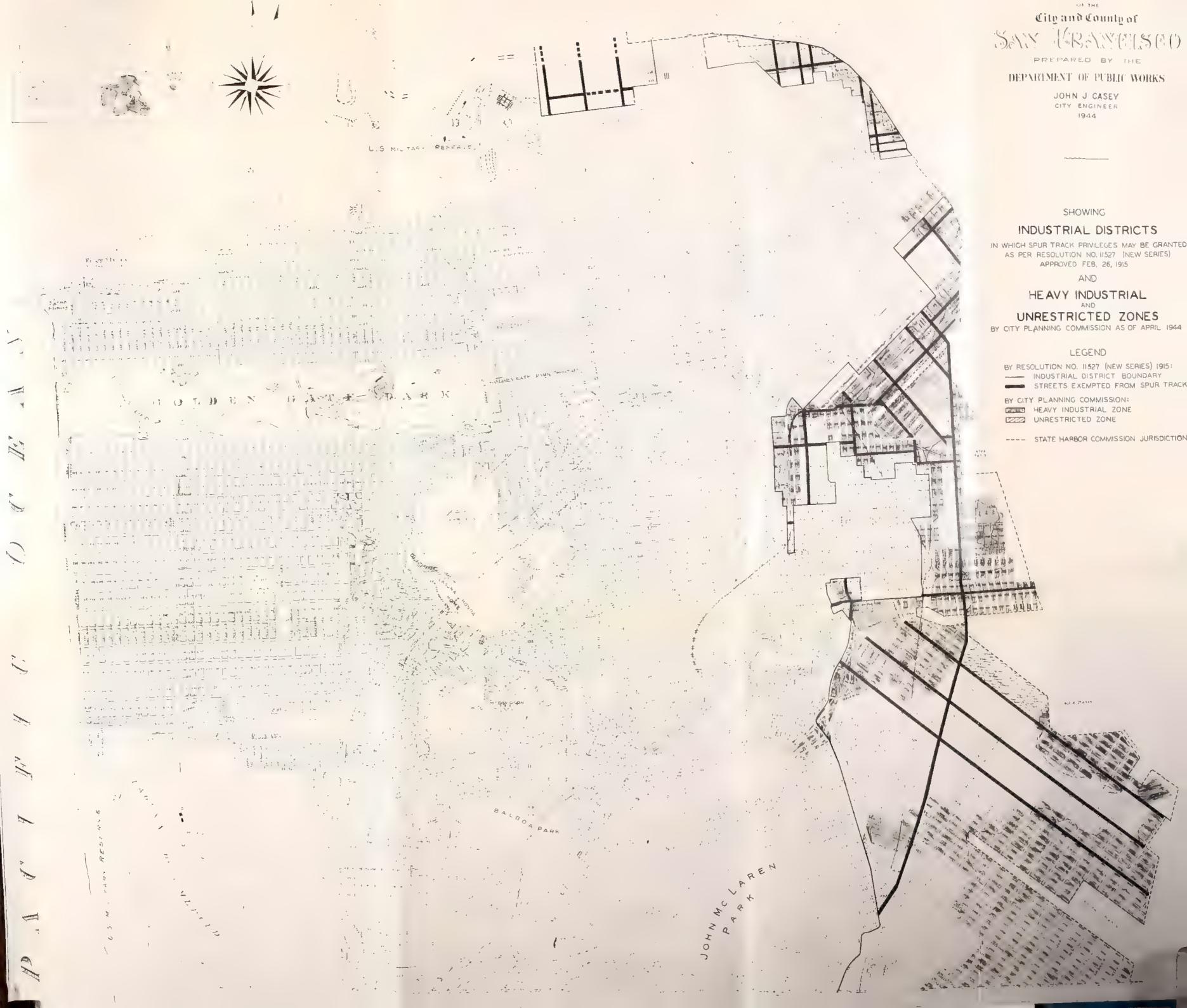
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CITY AND COUNTY OF SAN FRANCISCO

FRANCHISES AND PERMITS STEAM RAILROADS

VOL. II-A

DOCUMENTS DEPT.

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TO ACCOMPANY DRAWINGS A-17,786 TO A-17,786.22

Prepared by
RALPH G. WADSWORTH
CITY ENGINEER

Approved by

H. C. VENSANO
DIRECTOR, DEPARTMENT OF PUBLIC WORKS

Submitted to

T. A. BROOKS

CHIEF ADMINISTRATIVE OFFICER



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T A. BECOKE

INTRODUCTION

This volume and the accompanying file of 23 maps supplements and completes Volume II of the "Report of the Obligations as to the Use of Streets Under Franchises and Permits," which was submitted as of December 31, 1943.

The 1943 report was prepared pursuant to Ordinance 1892 (Series of 1939) which was passed by the Board of Supervisors on December 7, 1942, and approved by the Mayor on December 15, 1942. Reports on a quarterly basis were called for originally but an annual basis was later authorized by Ordinance 2730 (Series of 1939) approved May 24, 1944.

Volume II applied solely to steam railroads. It reviewed the procedures followed in granting permits and franchises to the railroad companies and contained the following information:

- "(1) Laws of the State of California and City of San Francisco pertaining to steam railroad franchises and permits.
- "(2) Ordinances of the City granting franchises to the railroad companies.
- "(3) Lists of special obligations of the several companies.
- "(4) Table showing existing spurs by streets alphabetically arranged, name of grantee, ordinance, order, or resolution and date governing, obligations by symbols, by whom the track is maintained and the area of pavement and/or sidewalk to be reconstructed to fulfill the obligation of the grantee with respect to pavements and sidewalks.
- "(5) Table showing permits granted for spurs which do not exist at the present time. All the data which have been found from examining the records, are incorporated in the table."

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This volume (Volume II-A) consists principally of an index to all mainline and spur tracks which were in existence as of June 30, 1946. In the index, the "track nos." refer to the numbers which appear on the maps to designate each of the numerous tracks. For each track, the index gives the name of the grantee, the ordinance or order granting the permit, the date of issuance, and the page of the official records where a complete copy of the permit may be found. In addition, the index contains under the "Remarks" column certain information of a general nature.

The index and maps supplement and bring up to date particularly the tabular information contained on pages T-1 to T-78 inclusive of Volume II and is somewhat more accurate than the information therein contained since it is based on field surveys made since the date of the original report. Nevertheless, the original material contained on the pages mentioned will continue to have considerable value in that it gives information as to the obligations accruing to the grantee, the party responsible for maintenance and, in some instances, the type of pavement within the track area.

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June 1946

FRANCHISES AND PERMITS

STEAM RAILROADS

CITY AND COUNTY OF SAN FRANCISCO

To accompany Bureau of Engineering Drawings A-17,786 to A-17,786.22 inclusive

Prior to the taking effect of the Charter of January 8, 1900, all franchises granted within the City and County of San Francisco were granted under the so called Consolidation Act and in the manner provided by the general laws of the State of California.

From 1864 to 1895, permission to use the streets of the City and County of San Francisco was granted for the corporate existence of the various corporations to which the permits were issued. The original franchises to the Southern Pacific Company and its predecessors in name, and to the Atchison, Topeka and Santa Fe Railway Company (now commonly called the Santa Fe) and its predecessors in name, were granted prior to the Charter of 1900.

From January 8, 1900 to January 7, 1932, the Charter of 1900 governs. Section 3 - . . . All permits granted under the provisions hereof shall be revocable at the pleasure of the Board of Supervisors. All spur or side tracks laid down and in use on the first day of July, 1907, shall be deemed to have been laid down and to be in use by permission of the Board of Supervisors, subject to the provisions of this section. (As amended November 5, 1907; approved by the Legislature November

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promotors in order case to the indirer of the cocontinue Congrupy (and only all) a the parts of the intercomb to ease, were control and a to may case took

23, 1907. Statutes of Special Session, 1907, p.55). The franchises to the now defunct Ocean Shore Reilway Company and the Western Pacific Railway Company were granted during this period.

The Charter of 1932 became effective January 8, 1932, and still is the basic law. -- Section 114-Spur Tracks. The Board of Supervisors shall refer all requests for spur track permits to the Director of Public Works who shall grant such permits in all cases where the spur track is to be located within a heavy industrial zone as classified by the City Planning Commission, provided that such spur track be so constructed and operated as not to establish an unreasonable interference with the public use of the streets affected. The Board of Supervisors shall refer all other requests for spur track permits to the Director of Public Works for report thereon, which shall be submitted by him within ten days after such reference, and shall not grant permission to lay any spur track until a report thereon shall have been received from said Director, to the effect that such construction and operation will not create an unreasonable interference with the public use of the streets affected.

The following notations are used in this index:

Track No. is the number to identify same on the drawing.

Grantee is the person or firm to whom the permit or franchise is granted.

Bill-Ordin. is the bill and ordinance number of the Board of Supervisors.

B. of S. Res. is the resolution number of the Board of Supervisors.

B.P.W. Res. is the resolution number of the Department of Public Works.

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- D. P. W. Order is the order number of the Director of Public Works.
- Date is the date approved by the Mayor for Ordinances of the Board of Supervisors or the date passed by the Department of Public Works or by the Director of Public Works.
- No Record is that no information was available except that the track existed.
- 1907 Charter is that no information as to ordinance permitting same was available, but it was known that the track existed previous to July, 1907, and so became a legal track in accordance with Section 3 of the Charter of 1900.
- Prior Rights is that track is legal as existing under franchise granted for the corporate life of the company.
- J.P.p. refers to page of the Journal of Proceedings of the Board of Supervisors for the year in which the ordinance was approved.
- P.W.) refers to volume of proceedings of the Board of Public B.P.W.) Works
- B.F.p. refers to the Book of Franchises published by the Board of Supervisors in 1910.

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FRANCHISES AND PERMITS - STEAM RAILROADS (To accompany Drawing A-17,786 - A-17,786.22)

June 1946

1740	Ref.	JP p 735	JP p 272					JP p 828 BPW I-25	JP p 782	JP p 81	JP p 1160	Files JP p 79	BF p 406	766 q dr	JP p 682
12.00 Let 1 19.00	Remarks	See also Art. I, Chap. I, Sect. 8 of Charter of 1900	Res. 14081 of $3/5/17$ directed Clerk to prepare permit	Belt Line to Fort Mason	Jurisdiction State Harbor Board	= = =	B	$\rm JP~p~828$ Permit to construct depressed track BPW I-25	H H H H H H			Relocated under 5801		6819" extension to Piedmont Wine Company - Track 13	Extended under 2078 -see Track 12
	Date	5/14/27						7/29/14 6/19/22	9/25/22	1/25/23	8/11/8	9/18/07 1/22/23	70/11/21	11/4/11	8/21/12
	Granted by	Ordin. 7531	ord	ord				3127 2847 BPWRes 73613	Res. 20309	5802	6737	255 5801	318	2078	1985
	Grant	Bill 7980	No record	No record					Res	6232	7214	280		2307	2212
	K Grantee	U.S. Government	Pac. Gas & Elec. Co.					Cal. Fruit Canners Assoc.		Standard Oil Co.	Comm. Center Realty Co.	Southern Pacific Co.	D. Ghirardelli	C.B.Valente	Pledmont Wine Co.
	Track No.	Н	N	3	4	5	9	7		∞	6	10	11	12	13

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Ref.	JP p 294	PW 209-			BF p 404		JP p 382	JP p 79	BF p 410 JP p 79	BF p 409 JP p 79	JP p 761 JP p 1316	JP p 761	BF p 409	JP p 1112
Remarks			Jurisdiction State Harbor Board	E E	No connection		5 tracks crossing Jones St.	West of Taylor St.originally constructed under Bill 280 Ordinance 255 of 9/18/07 - East of Taylor St originally Belt Line						
Date	4/5/09	5/18/42			8/15/01		3/8/26	1/23/23	12/6/07	12/11/07	7/20/16 12/19/23	7/20/16	12/26/05	12/29/08
Granted by	717	DPWorder 17,912			345	No record	7023	5801	301	320	3827	3827	1701	449
Gran Bill	826	DPWO				No re	7506	6231	6231	6231	4163 6534	4163		246
Grantee	Cal. Fruit Canners Assoc.	U.S. War Department			Cal.Lumber & Mill Co.		Southern Pacific Co.	Southern Pacific Co.	P.C. Rossi Southern Pacific Co.	Musto Sons-Keepan Co Southern Pacific Co	G.F.Terschuren, et al Southern Pacific Co.	G.F. Terschuren, et al	Pacific Cereal Assoc.	San Francisco Iron & Metal Co
Track	14	15	16	17	18	19	20	21	22	23	. ħZ	25	56	27

Track No.	ok Grantee	Grant	Granted by	Date	Remarks	Ref.
2	S.F. Iron & Metal Co. Am. Traing Co.	4791 5192 5492	44443 4832 5125	12/27/17 4/23/19 4/20/20	B.P.W.Res 65857 of 4/23/20	1 4
	Southern Pacific Co. U.S. War Department	6231 580 BPW Order 1791	5801 der 17912	1/23/23	permit to constr. Supersedes all of above	JP p 299
28	American Steel & Wire Co		948	3/16/01		BF p 403
29		No record	ord			
30	Am. Cream of Tartar Co. Am. Steel & Wire Co	Order	278	1/15/00 3/16/01		BF p 402 BF p 403
31	McNab & Smith	3076	2803	7/15/14		JP p 670
32					Jurisdiction State Harbor Board	
33	Warehouse Investment Co	0199	6173	3/6/24		JP p 237
34	Bauer-Schweitzer Hop & Malt Co.	364 1	12.2013	5/24/34	Amended by 12,2017	JP p 595 JP p 1674
		D W YC	Order 271	5/11/34	Portion in Heavy Industrial	
35	Harbor Warehouse		747	2/8/07		BF p 407
36	Hendy Machine Works		117	1/11/00	Part not in use	BF p 407
37	A.T. & S.F. Ry Co	9418	8923	2/3/31		JP p 203
38	Globe Grain & Milling Co A.T. & S.F. Ry. Co.	9418	674 8923	3/18/03 2/3/31	Part relocated under 8923	BF p 406 JP p 203
				ا س		

Ref.	BF p 404	JP p 587	BF p 406	JP p 1245	JP p 151 JP p 167	JP p 310 JP p 2013	BF p 408	BF p 405	BF p 405		BF p 407 JP 716	BF p 407	JP p 808	JP p 717	BF p 410
Remarks		Supersedes part of 150 of 2/8/07 Track 41	BPW Res.12.3 of 2/23/07 permit to open street. Part superseded by 4190 of 5/17/17Track 40		Identical to 1806	Repealed by 2913 Permit to construct 2 tracks					(8011 repeals any part that conflicts)				
Date	3/1/01	5/17/17	2/8/07	11/27/23	2/23/12	3/11/25 9/22/44	5/24/01	11/20/06	1/1/01	10/23/42 7/30/46	4/8/03	4/8/03	9/21/08	7/27/09	11/25/01
Granted by 111 Ordin.	243	4190	150	6909	1806	6537 2913	304	104	506	der 18722 3948	693 8011	693	551	840	904
Grant Bill		4535		9059	2020	r 7011 3063				r DPW Or 4207	8503		634	963	
Grantee	Bd. of State Harbor Comm	Nat'l Paper & Prod. Co.	Globe Grain & Milling Co	Globe Grain & Milling Co 6506	Milos M. Gopcevio	Merchants Ice & Cold Stor 7011 3063	= = =	Del Monte Milling Co.	City Warehouse Co	Merchants Ice & Cold Stor DPW Order 187 " " 4207 39	Italian Swiss Colony I. L. Borden	Italian Swiss Colony	Haslett Warehouse	Guggenheim & Co	P. W. Riordon
Track No.	39	04	47	42	43	† †	45	94	24	48 48A	64	50	51	52	53

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54 Sperry Flour Co	Track No.	Grantee	Gran	Granted by	Date	Remarks	Ref.
Am Willing Co 461 3/ /02 Jurisdiction State Harbor Bd BF p Cowell Lime Co 1245 7/25/04 Jurisdiction State Harbor Bd BF p W.P.Fuller & Co 1651 10/30/05 BF p Bemis Bros 292 10/16/07 BF p Bemis Bros DPW Order 4233 6/19/36 Relocation of part Jurisdiction State Harbor Bd C. A. Hutton Flour Co 1892 1686 10/9/11 Jurisdiction State Harbor Bd Pac Coast Biscuit Co 1897 877 4/2/07 Jurisdiction of State Harbor Bd Pact Coast Biscuit Co 8879 873 3/15/29 Repealed by Ord. 8430 JP p Petri Cigar Co. BPW Order Bd 5/10/29 Resoinded by WO 8970 & 8971 #198 p The Lourie Co DFW Order Bd 9/14/38 #198 p Crocker Investment Co 4348 4006 12/14/16	-	Flour	3559	3246.	5/3/15		24
Am Milling Co Am Milling Co L245 7/25/04 W.P.Fuller & Co L245 7/25/04 W.P.Fuller & Co L245 7/25/04 W.P.Fuller & Co L292 10/16/07 Bemis Bros C. A. Hutton Flour Co L392 1686 10/9/11 Tillman & Bendel DFW Order R292 10/16/07 Jurisdiction of part Jurisdiction of State Harbor Bd Fac Coast Biscuit Co 8879 8373 3/15/29 Petri Cigar Co. DFW Order 8918 8430 5/10/29 Petri Cigar Co. DFW Order 8956 9/14/38 The Lcurie Co DFW Order 8956 9/14/38 Grocker Investment Co 4348 4006 12/14/16 DFM Part removed, new track And a		8	0 2749	2500	11/5/13		
Cowell Lime Co 1245 7/25/04 W.P.Fuller & Co 1651 10/30/05 Bemis Bros DPW Order 4233 6/19/36 Relocation of part JUNISDICTION State Harbor Bd C. A. Hutton Flour Co 1892 1686 10/9/11 Tillman & Bendel 197 4/2/07 Tillman & Bendel 197 4/2/07 Tillman & Bendel 197 4/2/07 Fac Coast Biscuit Co 8879 8373 3/15/29 Repealed by Ord. 6430 Fetri Cigar Co. DFW Order 8976 9/14/38 The Lourie Co 9/14/38 Grocker Investment Co 4348 4006 12/14/16 Part removed, new track 12/4/16 Part pemoved, new track 12/4/16 Part pemoved, new track 12/14/16 Part pemoved, new track 12/14/16 Part pemoved, new track		Am Milling Co		194	3/ /02		Q
Covell Lime Co						Jurisdiction State Harbor Bd	
W.P.Fuller & Co Bemis Bros DPW Order C. A. Hutton Flour Co 1892 10/16/07 DPW Order Tillman & Bendel Tillman & Bendel Pac Coast Biscuit Co B879 8373 3/15/29 Petri Cigar Co. DPW Order 8971 4/2/07 Turisdiction of part Jurisdiction State Harbor Bd Turisdiction of State Harbor Bd Turisdiction of State Harbor Bd Space Coast Biscuit Co B879 8373 3/15/29 Petri Cigar Co. DPW Order 8971 9/14/38 The Laurie Co BFW Order 8971 9/14/38 The Laurie Co BFW Order 8971 9/14/38 The Laurie Co BFW Order 8971 12/14/16 BFM Order 8971 12/14/16 BFM Order 8971 12/14/16 BFM Part removed, new track A 3000 12/14/16 BFM Part Removed, new track BFM BBM BBM BBM BBM BBM BBM BBM BBM BBM		Cowell Lime Co		1245	7/25/04		BF p 405
DPW Order 1992 10/16/07	_			1691	10/30/05		ρ
C. A. Hutton Flour Co 1892 1686 10/9/11 Tillman & Bendel 197 4/2/07 Tillman & Bendel 197 4/2/07 Tallman & Bendel 197 4/2/07 Tillman & Bendel 197 4/2/07 Tillman & Bendel 197 4/2/07 Tillman & Bendel 197 4/2/07 Turisdiction of State Harbor Bd 740 Coast Biscuit Co 8879 8373 3/15/29 Repealed by Ord. 8430 Petri Cigar Co. DFW Order 8586 7/13/38 The Lourie Co BFW Order 8971 9/14/38 The Lourie Co 4348 4006 12/14/16 Part removed, new track 1948 8066 12/14/16 Part served 1948 8066 12/14/16 Part		Bemis Bros		292	10/16/07		a
C. A. Hutton Flour Co 1892 1686 10/9/11 Tillman & Bendel 197 4/2/07 Tillman & Bendel 197 4/2/07 Turisdiction of State Harbor Bd Fac Coast Biscuit Co 8879 8373 3/15/29 Repealed by Ord. 6430 Fetri Cigar Co. DFW Order 8971 9/14/38 The Lourie Co DFW Order 8971 9/14/38 Grocker Investment Co 4348 4006 12/14/16 Part removed, new track 1948 8056 12/14/16 Part services 1956 12/14/16 Part servi			DPW Ord	ler 4233	6/19/36	Relocation of part	
C. A. Hutton Flour Co 1892 1686 10/9/11 Tillman & Bendel 197 4/2/07 Tillman & Bendel 197 4/2/07 Turisdiction of State Harbor Bd Pac Coast Biscuit Co 8879 8373 3/15/29 Repealed by Ord. 8430 Petri Olgar Co. DPW Order 8586 7/11/38 Rescinded by WO 8970 & 8971 ## The Laurie Co DFW Order 8956 9/14/38 Rescinded by WO 8970 & 8971 ## Crocker Investment Co 4348 4006 12/14/16 Part removed, new track 12/14/16 Part served 12/14/14 Part served 12/14/16 Part served 12/14/16 Part served 12/14/16						Jurisdiction State Harbor Bd	
Tillman & Bendel 197 4/2/07 Tillman & Bendel 197 4/2/07 Fac Coast Biscuit Co 8879 8373 3/15/29 Repealed by Ord. 8430 Petri Cigar Co. DPW Order 8586 7/1/38 The Laurie Co DFW Order 8971 ## ## The Laurie Co 4348 4006 12/14/16 Part removed, new track 12/14/16 Part removed, new track 12/14/16 Part semoved, new track 12/14/16 Part semoved, new track 12/14/16 Part removed, new track 12/14/16 Part removed of the first removed of		Α.	1892	1686	10/6/01		Q
Pac Coast Biscuit Co 8879 8373 3/15/29 Repealed by Ord. 8430 Petri Cigar Co. DPW Order The Laurie Co DFW Order The Laurie Co DFW Order B956 9/14/38 Crocker Investment Co 4348 4006 12/14/16 Part removed, new track		Tillman & Bendel		197	4/2/07		Д
Pac Coast Biscuit Co 8879 8373 3/15/29 Repealed by Ord. 8430 Petri Cigar Co. DPW Order 8971 9/14/38 Rescinded by WO 8970 & 8971 # The Laurie Co DFW Order 8956 9/14/38 Rescinded by WO 8970 we 8971 # The Laurie Co BFW Order 9/14/38 # Crocker Investment Co 4348 4006 12/14/16 Part removed, new track 1.14/16 Part services 1.2/14/16 Part serv						Jurisdiction of State Harbor Bd	
Petri Cigar Co. DPW Order 8586 7/1/38 Rescinded by WO 8970 & 8971 # # # # # # # # # # # # # # # # # # #		Pac Coast Biscuit Co	8879 8918	8373 8430	3/15/29 5/10/29	Repealed by Ord. 8430	24 24
## The Laurie Co DFW Order ## 9956 9/14/38 ## Crocker Investment Co 4348 4006 12/14/16 Part removed, new track		Petri Cigar Co.	DPW Ord	ler 8586	7/1/38	Rescinded by WO 8970 & 8971	Ω_{i}
The Laurie Co DFW Order 8956 9/14/38 # Crocker Investment Co 4348 4006 12/14/16 Part removed, new track				8971	9/14/38		#198 p 292
Grocker Investment Co 4348 4006 12/14/16 Part removed, new track		The Laurie Co	DPW Ord	ler 8956	9/14/38		#198 p 276
	~~	Crocker Investment Co	4348	9004	12/14/16	Part removed, new track	JP p 1242

Track No.	nok No.	Grant B111	Granted by 111 Ordin.	Date	Remarks	Ref.
	The Laurie Co.	DPW Order 8956	r 895€	9/14/38		#198 p 276
69	S. P. Co.	1844	1646	8/15/11	Covers three tracks only	JP p 657
70					Jurisdiction of State Harbor	Bd
71					= = =	_
72					= = =	=
73	Board of Harbor Comm		362	10/42/6	Nine tracks	BF p 404
74	Virginia Vanderbilt	492	422	5/12/08		JP p 314
75	Jacob Dold Packing Co	4593	9424	7/5/17	See BPW Res 68041 12/22/20	JP p 885
16	Virginia Vanderbilt	3926	3597	2/2/16	Extended Track 74	JP p 126
77	Swift & Co Real Prop. Invest. Co. Frapoli Estate	1259 1161 3337	1123 1027 3047	3/23/10 12/29/09 12/15/14	See also Ord. Nos. 1027 & 3047	7 JP p 303 JP p 1192 JP p 1401
78	Board of Harbor Comm.		726	5/21/03		BF 404
79	J. H. Neubauer & Co.	395	349	1/29/08		JP p 38
80	Estate of Micheletti	4569	4221	6/28/17		JP p 829
81	Morris & Co	827	718	4/5/09		JP p 294
82					Jurisdiction of State Harbor 1	Bd
83	Great Western Smelting & Refining Co.	6574	6133	2/1/24		JP 95
48	A. T. & S. F. Ry. Co.	6507	9909	11/27/23	2 tracks	JP 1245
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See But 1965 sugger - Year Co. 12. 1 ages

Remarks Ref.	Extension of 40 ft. to Track 86 JP 1406	(See 5022 - Relocation S. of JP 1057 Harrison) Changes switching hours	JP 212	55' Ext. of Track 89 #193 p	Extends Track 90 to 137.5 JP 669 N. of Folsom	JP 668	JP 32		JP 107 JP 1110	Jurisdiction of State Harbor Bd. Relocation of part	Formerly Ordin. 159.230 & 296 See DPW 5820 of 3/19/37	Formerly Ordin 159.230 & 296	PW 207-541	
Date	12/14/15	9/30/14	2/29/16	10/7/36	6/27/16	6/27/16	1/6/25	1/20/43	2/5/18	3/19/37	11/14/42	11/14/45	10/24/41	
Granted by Bill Ordin.	3864 3539	3219 2934 5386 5022 DPW Order 24337	3962 3633	DPW Order 4855	4134 3800	4133 3799	6943 6469	DPW Order 19066	4833 4485 5386 5022	DPW Order 5820	DPW Order 23127	DPW Order 23127	DPW Order 16841	
ok Grantee	Wm. Cluff Co	Orville C. Pratt et al	A.T. & S.F. Ry. Co.	A.T. & S.F. Ry. Co.	S.F. Warehouse Co.	Great Western Smelting & Refining Co.	A.T. & S.F.Ry. Co.	A.T. & S.F. Ry. Co.	A.T. & S.F. Ry. Co.	A.T. & S.F. Ry. Co.	A.T. & S.F. Ry. Co.	A.T. & S.F. Ry. Co.	U.S. Marine Corps	
Track No.	85	98	87	88	89	90	16	92	93	46	95	96	26	

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Ref.	- Charles	JP p 1403	PW 209-192	JP p 263	JP p 1040	JP p 1520	JP p 665				JP p 1637	JP p 342	JP p 1243	JP p 710 JP p 1320	JP p 685	JP p 685 JP p 153	
Remarks						Extension of Track #105	Extended by Track #104					9' extension of Track #112	Extended 9' by Track #111	Amended by 12.2009 Switching hours		Apparently for joint usage from Harrison St 13716" northwesterly	
Date	6/15/45	8/4/27	5/6/42	2/9/37	12/13/22	6/20/30	5/14/26		9/18/42		1699 7/15/42	42/2/4	12/14/16	5/31/17	7/11/76	7/11/16 2/16/17	1 00
Granted by	DPW Order 22492	7626	DPW Order 17894	1239 12.2020	5764	8779	7087		DPW Order 18570	sord	1699	6194	4007	4209 12,2009	3817	3817 4058	
Gr. Bill	DPW O1	8114	DPW O1	1239	6185	9272	7573		DPW O1	No record	0 1733	6643	6484	4554 307	4152	4152 4402	
k Grantee	S. P. Co.	S. P. Co.	U.S. Marine Corps	Coffin Redington Corp	Geo. W. Lamb	Farnsworth & Ruggles	Farnsworth & Ruggles		W.P.R.R. Co.		Patterson Pac.ParchmentCo 1733	A. Schilling & Co.	A. Schilling & Co.	Jacob Z. Davis Estate Co	Bruce Cornwall	Bruce Cornwall John Finn	
Track	66	100	101	102	103	104	105	106	107	108	109	111	112	113	114	115	

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Ref.	p 1243	p 248	p 1319	p 598 p 1319	p 954	p 954 p 927	p 1460	р 829	р 330	p 468	p 412	p 1074	p 439 p 1950	p 1782	p 1782	
	5	JP	JF	J. P.	J	JP	JP	JP	J.	JL	BF	JF	JP	JF	JF	
Remarks			Amended by 12.2008	Amended by 12,2005 Switching hours		Apparently for joint usage				See P.W. Res 11220 SS of 5/10/11			Amended by 12,2024	Amended by Ord.8904-12/20/30 but pertains to Track 130 only Realigns northwesterly 43.46 ft. of track	Amended by 8904 of 12/20/30 pertains to Track #130 only	
Date	12/14/16	2/28/17	7/16/33	6/16/16	21/12/01	10/21/12	12/30/15	10/21/22	4/16/23	6/13/11	1/28/07	12/14/08	4/5/38	7/17/30	7/11/30	1 6
Granted by	1,004	4086	12.2008	3766	2058	2058 5985	3555	5715	5849	1587	141	632	12.2022	8810 der 8268	8810	
Gre Bill	4349	6244	306	4099	2290	2290	3882	6135	6282	1775		731	Co 1548	9303 DPW Order	9303	
k Grantee	A. Schilling & Co.	Bishop of Calif. et al	= = =	Schmidt Litho & Label Co	Nat Raphael	Nat Raphael Palmolive Co.	Maria Josefa Cebrian	Los Angeles Soap Co	Kohler Co	Blinn Estate Co	Vermont Marble Co	M. J. Hawley	Walkup Drayage & Whse Co	W. R. Ballinger & Son John A. Roebling & Sons of Galifornia	W. R. Ballinger & Son	
Track No.	116			117	118	119	120	121	122	123	124	125	126	127	128	

Ref.	JP p 425	. JP p 2743	JP p 236 JP p 967	JP p 436	JP p 204	JP p 329	JP p. 328 JP p 868	JP p 868	JP p. 1628 JP p 630	JP p 1895	JP p 2327	JP P 830	JP p 791	JP p 1628 JP p 1511	JP p 523
Remarks		8904 is an amendment to 8810 of $7/17/30$ but pertains to this track only	Repealed by 3284				Portion relocated by 6668 See 4550 of $4/1/18$		Amended by 7083				RRCo uses 3843 to Nat'll Carbon Co. 7/28/16. Description does not agree	Not included in amendment 7083 of 5/8/26	
Date	3/25/42	12/20/30	3/6/24 5/25/45	4/5/54	2/28/24	4/11/23	4/11/23	6/26/25	12/4/25 5/8/26	12/17/26	12/30/27	10/21/22		12/4/25	5/4/38
Granted by 11 Ordin.	1550	4068	6171	6212	6148	5848	5847 6668	8999	6862 7083	7318	7839	5716	ord	6862	12.2023
Gr. Bill	1607	9399	6608	6999	9659	6281	6280 7146	7146	7340	7832	8327	6136	No record	7340	1558
k Grantee	Gec. W. Caswell Co.	W. R. Ballinger & Son	Howard Realty Co	S.P. Co	R. W. Kinney	M. Stulsaft Co.	S. P. Co	S. P. Co	W.P.R.R. Co	W.P.R.R. Co.	W.P.R.R. Co.	McNab & Smith		W.P.R.R. Co.	W.P.R.R. Co.
Track No.	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143

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Grantee	B111	oranica by	Date	Remarks	Ref.
W. P. R. R. Co	860	829	9/17/40		JP p
Chas. A. Carillon	4562	4303	8/29/17		J.P. D
W. P. R. R. Co	6988	9159	2/21/25		JP p
Alice M. Jackson	6247	5818	3/9/23		JP p
W.P.R.R. Co.	271	582	10/23/08	For 50 years	JP p
W.P.R.R. Co	7779	7290	10/27/26		d dr
Holmes Invest. Co.	5115	4757	1/15/19		JP p
Richmond Sanitary Mfg. Co	6492	6052	11/30/23		JP p
Amer Rolling Mill Co	6738	6275	6/26/24		JP p
F. E. Knowles N. Clark & Sons	3863 3538 DPW Order 262	3538 r 262	12/14/15 5/9/34	Permit to relocate	d P P
F. E. Knowles	3863	3538	12/14/15		JP p
				1907 Charter	
S. P. Co.				1907 Charter	
				1907 Charter	
S.P.Co.	Res.6032		6/13/10	Off Division St. onto private property	JP p
S. P. Co.	Res. 6032	CU	6/13/10	Off Division St. onto private property	JP p
			,	50 yrs	BF
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Track No.

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Ref.	JP p 575	JP p 511 PW 1-386		ort JP p 1361	JP p 1256	JP p 237 JP p 879	BF p 403	JP p 114	JP p 462 PW7-8229	JP p 1331	JP p 903	JP p 1463 PW 192-147	JP p 60	JP p 330	C T	JP 1073 PW 10-6028
Remarks	See also 5904 of 5/29/23	TOTO ON THE OWNER OF THE OWNER O	Not installed as yet	Owner 6/11/46-Irving S. Culvert JP Chas. L. Tilden, Jr.		Repealed by 6302			See P.W.Res. 4634 S.S.		3 Tracks	Relocation			Only part in - See also PW	res. 13979
Dete	5/29/23	6/16/19 8/20/19	7/3/46	9/25/25	5/26/30	3/6/24	2/8/07	2/3/14	5/10/10 5/27/10	7/29/27	9/16/13	12/30/15	1/19/15	4/20/23	11/2/10	10/8/11
Granted by 11 Ordin.	5901	4877	3905	6730	8765	6172	145	2617	1174	7607	5444	3564 ler 3927	3090	5850	1370	13979
Gran	6287	5239 PWRes	130	7248A	9257	6099		2880	1303 DWRes	8110	2690	3893 DPW Order	3387	6283	1525	DPW Res
Grantee	Michelin Tire Co.	0, S.R.R. Co.	Golden Gate Iron Works Inc	Cal. Baking Co	Swanson Bros.	Jos. Lerer & Sons	Anheuser-Busch Brewing Co	S. P. Co.	Stanley J. Fay	S.F. Co.	S. P. C.	Rainier Brewing Cc.	Rainier Brewing Co	Continental Furniture Co	Pacific Coast Coal Co	= = =
Track No.	160	161	162	163	164		166	168	169	170	171	172	173	174	175	

G G	BF p 410	BF p 404	JP p 539	JP \$ 939	JP p 939	JP p 531 JP p 358 JP p 1318	JP p 1060	JP p 437	JP p 917	BF p 407		PW 13-513		•			JP p 1110
प्रसम्बद्धाः	Repealed by Ord.3366 of 8/1/45			1907 Charter		Repealed by 5147 Amended by 12.2004 Switching hours	See 443 of 6/1/08	See 7144 of 7/2/26		3/21/04 12/18/05 See 2190 of 2/19/13		9/27/12 Disconnected track					Gale St. now closed & abandoned Res. $4482-1/31/45$
Date	00	5/29/05	6/25/18		9/3/15	6/ /09 5/14/20 7/6/33	7/2/26	6/1/08	11/6/18	3/21/04 12/18/05		9/27/12					12/26/19 - 13 -
Granted by	1474	1505	4631		3412	790 5147 12.2004	7774	844	4712	1162	ord	DPW Res. 19868	ord	record	ord	ord	5023
Gran	DPW Order		9864		3732	892 5516 302 1	7633	521	4712		No record	DPW Res	No record	No rec	No record	No record	5387
Grantee	Rosenberg & Felton Comp	C. Callahan	Philippine Vegetable	S. P. Co.	S. P. Co.	Felton Co	Crane Co.	Crane Co	Moore Shipbuilding Co	Haslett Whse Co		Pope & Talbot					S. P. Go.
Track	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192

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Track No.	k Grantee	Granted by Bill Ordin	ed by Ordin.	Date	Remarks	Ref.
193	S. F. Co.	8174 8	8681	1/30/30	Gale St. now closed & abandoned Res. 4482	JP p 211
194		No record			Constructed while King St. temperarily closed	
195					1907 Charter	
196					1907 Charter	
197		No record			Belt line	
198	Overland Freight Trans Co DFW Order 10589	DPW Order		5/17/39	Rescinds 10497 of 5/3/39 10557 of 5/10/39	PW 199-885
199	Haslett Whse Co Warehouse Inv. Co.	2424	1162 2190	3/21/04 2/18/13	See 1696 of 12/18/15	BF p 407 JP p 173
200	Fac Oil & Lead Wks		319	12/11/07		BF p 409
201	S. P. Co.	Order 1	1025	12/12/71	Corporate existence	BF p 243
202	Charles Lee Tildem	DPWorder 14310	4310	9/20/40	Extends track 198	PW 204-317
203	Cyrus S. Wright	289	592	10/22/08		JP p 937
204	Clinton Fireproofing Co and Sharon Estate Co. S. P. Cc.	2459 2225 3495 3291 DPWOrder 22492		3/13/13 5/31/45 6/15/45	Repealed by 3291	JP p 251 JP p 1421
205	S. F. Co.	2760 2	2683	3/26/14	Amends Order 1154 of $6/19/74$	JP p 299
506		No record			Belt line	
207	J. Sheldon Potter	6167	5745	11/10/22	11/10/22 Repeals 5732 of 10/26/22	JP p 928

		Charles are no charlest property of the street	Charles Assistance (Spinish of the bugget appropriate to the Assistance Assistance).	
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Ref.	JP p 650	JF p 493		JP p 281		JP p 228	JP p 681	JP p 709	JP p 717	JP p 870	JP p 103	JP p 587	8 JP p 868	JP p 328	Jr p 1813	
Remarks				Repeals 152 of 2/20/07	Repeals 3283	See 4831 of 4/23/19 See 3283 of 5/25/45			See P.W.Res. 9789	See P.W.Res.4084 of 5/4/10			Relocation see 4550 of $11/13/18$ JP and 5847 of $4/11/23$	See 4550 of 4/1/18, 6668 of 6/26/25, & 6212 of 4/25/24		
Date	8/16/22	5/9/24		4/23/19	5/25/45 5/31/45 6/13/45	2/28/17	8/21/15	8/26/19	7/27/09 8/30/09	10/8/09	1/26/15	5/17/17	6/26/25	4/11/23	12/2/26	- 15 -
Granted by	5678	6233	ord	4831	3283 3291 er 22468	4078	1984	4929	837 9789		3107	4191	8999	2847	7310	
Gra. Bill	1609	6693	No record	1615	3460 3495 DPWorder	n 4383	2211	5292	on 959 DPWRes	1021	3405	4536	7146	6280	7791	
k Grantee	M. Stulsaft Co.	Walter H. Sullivan		S. P. R.R. Co.		Ogden Packing & Provision	Nathan Dohrmann Co	Holbrook Merrill & Co	Holbrook Merrill & Stetson 959 DPWR	M. Friedman & Co	Moody Estate	Sugarman Iron & Metal Co	S.P.R.R. Co.	S.P.R.R. Co.	S. F. R. R. Co.	
Track No.	208	209	210	211		212	213	214	215	216	218	219	220	221	222	

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	Á.	Maria Maria Maria Maria	é	i im			C)	# 500 St. 10 St.		7.7			
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Ref.	JP p 870	JP p 290	JP p 251	JP p 729	p 342	p 311		BF p 251	5 299	5 299	BF p 251	р 299	p 598			p 411	t).o d	
	5	5		15	J.	JE		BF	J.	J.	出	JP	J.			BF	ن	
Remarks		See 900 of 10/8/09	Existing track now ends 385 ft W. of 4th	See DPW Res 55258 of 9/26/17			1907 Charter			Amends Order 1154 of 6/19/74		Amends Order 1154 of $6/19/74$		1907 Charter			1907 Charter	
Date	10/8/09	3/14/17	11/27/28	9/4/12	45/1/4	3/11/15		7/14/91	3/26/14	3/26/14	1/14/91	3/26/14	5/8/52		10/17/45	4/19/09		- 16 -
Granted b; 11 Ordin.	0006	4105	8275	2011	6193	3152		9042	2683	2683	9048	2683	6620		DPWorder 22984	828		
Gr. Bill	1022	6444	Wks 8777	2237	2499	3454		0940	00/2	2760	Order	2760	7093		DPWOr	846		
k Grantee	Moran & Co.	Timothy Hopkins	Plant Rubber & Asbestos Wks 8777	Rodger Johnson Timothy Hopkins, Van Arsdale & Harris Lumber Co.	Rathjen Bros.	John Bollman Co		S. P. R. R. Co.		S.P.R.R. Co.	S.P.R.R. Co.	S. P. R. R. Co.	Felix Gross Coal Co.		235A American Trust Co.	S.P.R.R. Co.		
Track No.	223	224	225	226	227	228	229	230		231	232	233	234	235	235A	236	237	

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Ref.		£4							BF p 260				BF p 403		PW 208-	450A		
		spur granted under							For 50 years	new crossovers								
Remarks	1907 Charter	Relocation of 1907 Charter			1907 Charter	1907 Charter			For 50 years	Relocation and		1907 Charter						
Date		7/12/46							1/2/04	10/13/43			11/14/45 9/19/04		84 1/9/42	11/14/45	11/14/42	11/14/45
Granted by Bill Ordin.		DPW 24.500	No record	No record			No Record	No Record	1095	DFW Order 22850 DFW Order 20064			DPW Order 23.129 11/14/45 1286 9/19/04	No record	D.P.W. Order 17284 1/9/42	DPWorder 23.129 11/14/45	DPW0rder 23.129	DPWOrder 23.129
k Grantee		Standard Oil Co of Cal							S. P. R. R. Co.	S.P.R.R. Co.			A.T. & S.F. Ry. Co. A.T. & S.F. Ry. Co.		A.T. & S.F. Ry. Co.	A.T. & S.F. Ry. Co.	A.T. & S.F. Ry. Co.	A.T. & S.F. Ry. Co.
Track No.	238	239	240	241	242	243	544	245	546	248	250	251	253	255	256	257	257A	258

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Ref.		BF p 260	, 50) d 4,					JP p 249	JP p 908 JP p 630	JP p 908	JP p 299	JP p 299		
Remarks		To 2/26/45 For 50 years	Jurisdiction of Harbor Comm.			See DFWOrder 19445 of 4/28/43 Permit to relocate	1907 Charter		For 50 years Supersedes portions of 5716 of 10/21/22, Amends Sec. 1 of 6862 of 12/4/25	For 50 years	Amends Order 1154 of 6/19/74			
Date		4/4/01	5/15/46			1/8/43		2/28/17	10/23/08 5/8/26	10/23/08	3/26/14	3/26/14		- 18
Granted by Bill Ordin.	No record	260	record	No record	No record	DPWorder 19031 DPWorder 19445		4430 4087	271 582 7566 7083	271 582	2760 2683	2760 2683	No record	No record
Grantee		A.T. & S.F. Ry. Co. S.F.R.R. Co.	000			Montague Pipe & Steel Co		F. E. Knowles	W. P. R. R. Co.	W.P.R.R. Co.	S.P.R.R. Co.	S.F.R.R. Co.		
Track	259	260	261 262 263 264	265	266	267	268	569	270	271	272	273	475	275

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Ref.	JP p 299				BF p 411	JP p 371	JP p 803	JP p 597	JP p 299	JP p 676	JP p 830	JP p 908	JP p 908	JP p 741 JP p 820	BF p 412	BF p 403 PW7-12281
Remarks	Amends Order 1154 of 6/19/74	1907 Charter		1907 Charter				See 7444 of 3/19/27	Amends Order 1154 of $6/19/74$			See DPW Order 19164 of 2/17/43 for 50 years	For 50 years	See 848	See 7618 Relocation 1907 Charter	
Date	3/26/14			.,	40/4/4	3/19/27	7/26/23	5/8/52	3/26/14	7/20/10	8/16/16	10/23/08	10/23/08	8/6/09 9/25/12	2/20/07 7/29/27	2/8/07 10/21/10 - 19 -
Granted by	2683		ğ		1173	4447	5961	6199	2683	1255	3847	582	582	848 2030	157 7618	148
Grant Bill	2760		No record			7930	6402	7092	2760	1367	4184	271	271	968	.8104	DPW Res
k Grantee	S.P.R.R. Co.				Sunitary Reduction Wks	Pratt Bldg. Material Co.	North Beach Auto Hauling	T. G. Knight	S.P.R.R. Co	F. E. Knowles	Stauffer Chemical Co	W.P.R.R. Co.	W.P.R.R. Co	Dunham, Carrigan & Hayden 968 Pacific Gas & Elec Co 2264	Transcontinental Freight S.F.R.R.Co. & A.T.&S.F.Ry.8104	Am Radiator Co. Stauffer Chemical Co.
Track No.	276	277	278	279	280	281	282	283	284	285	286	287	283	289	290	292

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Re f.	JP p 1244	JP p 438	JP p 1150	9411 q qt				BF p 403	JP p 59	JP p 1339	BF p 412	JR.P 1339	BF p 411	JP p 1188		BF p 406	JP p 908	
Remarks							Three tracks	See 7618 of 7/18/27-8470	or //2/29 1699 or 12/11/05	Relocation	See 7618	Relocation			Extension of Track 305		For 50 years	
Date	11/27/23	6/1/11	12/22/09	12/22/09			2/17/43	10/9/05	1/59/19	7/29/27	2/20/07	7/29/27	40/4/4	8/14/25	3/16/46	10/30/05	10/23/08	C
Granted by	4909	1575	1007	1005	ord	ord	Order 19164	1632	4771	7618	157	7618	1173	2479	DPWorder 23765	1650	582	
Grai Bill	s 6505	1764	1137	1135	No record	No record	D.P.W. Order		5129	8104	00	8104 8104		7219	DPWord		271	
k Grantee	Calif. Sch. of Mech. Arts 6505	Abel Hosmer	Stauffer Chemical Co.	Cal. Sch. of Mech. Arts			W.P.R.R. Co.	A.T. & S.F. Ry.Co.SPCo	Pac. Coast Steel Co.	S.F.Co. & A.T. & S.F.	Transcontinental Freight Co	D. F. H. H. OU. & A. I. & D. F	Sanitary Reduction Works	Thos. G. & C.H.Knight & Union Paving 33	305A Lindauer & Company	Dyer Bros. (Golden West Iron Works)	W. P. R. R. Co.	
Track No.	293	594	295	296	297	298	299	300	301	302	303		304	305	305A	306	307	

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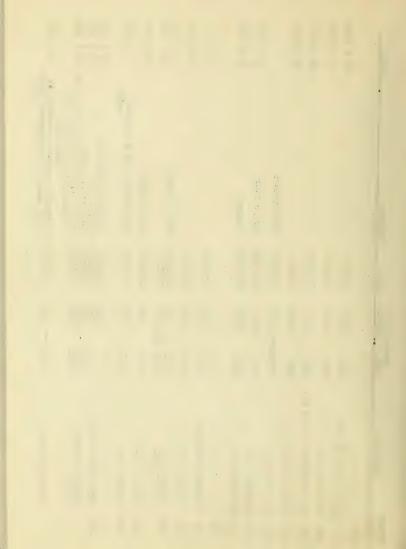
Ref.	847c of BF p 403	BF p 257		PW 195-	BF P 305 BF P 257	BF p 402 JP p 415	24-66IMI	84-66IN.T	BF p 405		BF p 410	01.7 व वि	BF p 410	BF p 410	
Jemanks	See 7613 of 7/13/27 &	Joint usage	1907 Charter		To 5/4/49 Joint Usage	See 3393			See 2761 of 5/20/14						
Dote	10/9/05	12/11/05		11/24/37	5/4/05	12/11/05	2/3/39	2/3/39	2/20/07		2/20/02	7/1/24	5/2/01	6/27/00	- 21
Granted by Bill Ordin.	1632	1699		DPWOrder 7336	1470 1699	3901 1679 3398	DIWorder 9848	DPWorder 9849	158	No record	0 . 160	0.6746 6276	0. 287	46	
k Grantto	A.T. & S.F. K; Co.	S. P. R. R. Co.		S.P. & A.T. & S.F.Ry Co	A.T. & S.F. Ry. Co. S.P.R.R. Co.	Am. Fuel Co. Fay Improvement Co	A.T. & S.F.Ry.Co. & S.F.R.R. Co.	Standard Oil Co.	Abner Doble Co.		Real Estate Development Co	Real Estate Development Co.6746	Real Estate Development Co.	= = =	

311 312 313 315 316 317 318 318 320 320

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Nc.	Grantee	Gra. Bill	Granted by	Date	Remarks	Ref.
323						
324	A.T. & S.F. Ry. Co.	8093	2092	7/29/27		JP p 1330
325	W.P.R.R. Co.	4629	6325	8/19/24		JP p 9361
326	John Roebling & Sons Co.	6814	6348	9/19/24		JP p 1057
327	Richfield Oil Co.	8957	8469	7/2/29		JP p 1315
326	W.P.R.R. Co.	DPWorder	er 19164	2/17/43	Three tracks	
329	W.P.R.R. Co.	271	582	10/23/08	For 50 years	JP p 908
330	W.P.R.R. Co.	8062	7576	6/13/27	2 spurs	JP p 1181
331						
332	Fishbeck Soap Co.	7869	7379	1/13/27		JP p 9
333	W.P.R.R. Co.	8041	7554	5/25/27		JP p 901
334	W.P.R.R. Co.	271	582 12.2021	10/23/08 6/21/37	For 50 years	JP p 908 JP p 1009
335	W.P.R.K. Co.	271	582	10/23/08	For 50 years	JP p 908
336	S. P. R. R. Co.	2690	5444	9/16/13	Ordin.calls for 9 tracks-7 exist	JP p 903
337	Ocean Shore RR Co Abutting Owners S.P.Co.	678 6348 6531	1808 630 5917 6088	4/2/06 12/10/08 6/23/23 12/19/23	Original Franchise Amends 1808 Repealed by 6089 S.P. to operate over old 0.S.RR tracks-Mariposa St. to S.L.	BF p 320 JP p 1074 JP p 644 JP p 1313
	Abutting Owners	6532	6089	12/19/23	Abutting owners to connect to City owned tracks-Repeals Ordin 5917	JP p 1314
				11		



Ref.	JP p 163	JP p 163	JP p 117	JP p 800	JP p 800	JP p 163	JP p 163	JP p 2690		JP p 258	JP p 1317	JP p. 688	JP p 1313 JP p 800	JP p 330	JP p 1127
Remarks	O.S.R.R.tracks, 12th St. S.E. Harrison-S.R.Howard	0.S.R.R. tracks, 12th St.S.E. Harrison-S.E. Howard	Amends Sect. 2 of Ordin.6512	Switch hours of 6088 made 5 AM to 10 PM	Ditto	Repeals 12.2002-Practically no limits on switching	Repeals 12.2003-practically no limits on switching		Not installed as of 6/30/46	Part of track exists - not connected up			Amends switching		
Date	2/2/25	2/2/25	1/17/30	5/19/32	5/19/32	1/5/45	1/3/45	8/28/31	2/14/46	3/10/24	12/19/23	6/23/24	12/19/23 5/19/32	4/20/23	9/30/24
Granted by	6511	6512	4998	12.2002	12.2003	3072	3073	9053	3652	6177	6092	6263	6088	5851	6357
Gr	4869	6985	9157	73	477	3246	3247	2946	3877	9299	. 6535	6720	6531	6284	6824
k Grantee	(Continued) Abutting Owners	S. P. Co	S. P. Co	S.P. Co	S. P. Co	S.P. Co	S.P. Co.	Kaiser Paving Co.	Best Foods Inc	W. H. Sullivan	Lyons Cal. Glace Fruit Co.	American Can Co	S.P.R.R. Co.	Nucoa Butter Co.	Best Foods, Inc.
Track No.	337							338	339	339A	340	341	345	343	344

Track	Grentee	Granted by Bill Ordi	ordin	Date	Remarks	Ref.
345	S.F. & Pacific Glass Wks		177	11/10/00		BF p 411
346	E. & G. LeRoy		174	3/4/07		BF p 408
347	Illinois Pacific Glass	2460	4269	2/13/26		JP p 200
348	Columbia Steel Co.	DPWorder	15800	5/2/41		PW206-221
349					1907 Charter	
350	S. P. R. R. Co.	DPWOrder 23441	23441	1/16/46	Ord.2933 expired	
350A	S.P.Co.	DPWorder 22394	22394	6/1/45	Unloading platform 12 ft. x	
351	S.P.R.R. Co.	8110	2092	7/29/27	2) It. at end of track	JP p 1331
352	Richard Hollman	9819	5765	12/13/22		JP p 1041
353	Long Syrup Refining Co.		309	11/27/07		BF p 408
354					1907 Charter	
355	Enterprise Brewing Co.	3278	2990	11/7/14		JP p 1256
356	Golden Gate Atlas Mtls Co	9008	7532	5/14/27		JP p 696
357	S.P.R.R. Co.	8061	7575	6/13/27		JP p 1180
358	City St. Improvement Co. S.P.R.R.Co. S.P.R.R. Co.	7418 8198	158 . 149 6935 7711	11/7/00 2/8/07 1/8/26 10/7/27	Superseded by 6935 & 7711 Amended by 7711 1925 Same as 6935 except crossover and adds one track	BF p 404 BF p 404 JP p 1841 JP p 1803
358A	358A Pac. Foundry Co.	DPWorder 24.091	24.091	94/5/4	Ext, of track 358	
			- 24 -			

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Track No.	k Grantee	Granted by Bill Ordin.	d by rein.	Date	Remarks	Ref.
359	359 Pac. Coast Aggregates Inc. DPWorder 23637	.DPWorder		2/20/46		
359A	359A Alice Lawrason Driscoll	DPWOrder 23637A 2/20/46	23637A	2/20/46	Ext. of track 359	
360		No record				
361	Schlessinger & Bender Ralph McLeran	0609	1A 5677	6/9/06 8/16/22		BF p 411 JP p 650
362	The Lurie Co.	6745	6282	7/1/24	Not as described-See 14 of	JP p 773
363	Hind Estate Co. S.P.R.R. Co.	8110	4711	11/4/18		JP p 917 JP p 1331
364	Mission Soap & Candle Wks		218	1/24/01		BF p 408

of the second			JP	JP	J.P.	BF	
		Ext. of track 359		Not as described-See 14 of	Portion superseded by 7607		
	2/20/46	37A 2/20/46	6/9/06 8/16/22	7/1/24	11/4/18	1/54/01	
	37	37A	7	CU	7	ω.	

p 820

p 981

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See 5646 of 6/21/22 & 1617 of 7/19/11 & 6539 of 3/11/25

4/54/16

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American C.n Co

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JP p 106 192 JP p 158

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Repeals 4212 of 6/12/07

3/11/19

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3/2/22 2/1/22

5980

H. H. Helbush & Co Malott & Peterson

372 373 Ford Motor Cc

374

5557 5581

5955

BF p 410

JP p 273 JP p 384

1907 Charter See 6539 of 3/11/25 & 5646 of 6/21/22

3/25/13

2230 3714 1707 4270 3359

Oakland Brewing & Malting 2462

366 367

9404

Am Can Co

No record

12/26/05 4/54/16

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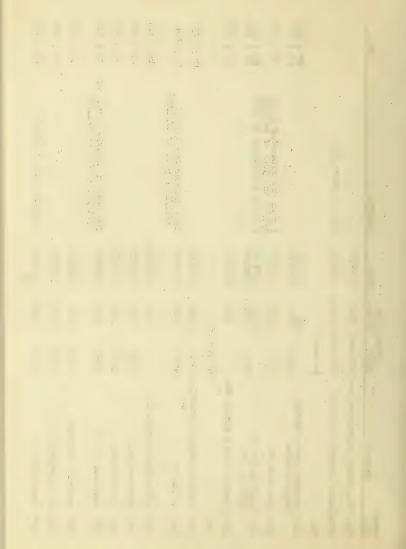
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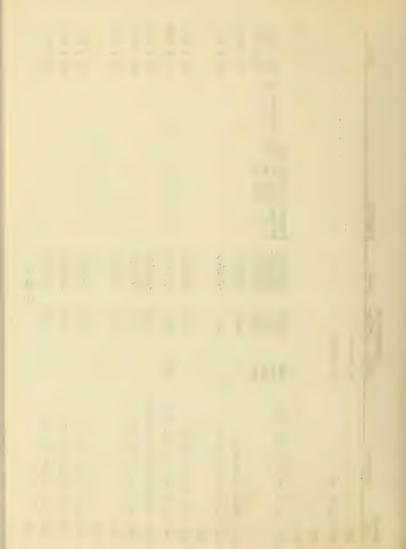
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American Can Co

C. E. Gros jean



Remarks					Formerly Ordin 412 Bridge 19th St over Indiana St BF £ 296 20th 3t " BF p 297 " 18th St " " BF p 298	BF p 412	BF p 403		BF p 403	JP p 1580	BF p 276	BF p 403	BF p 403		BF p 403	BF 4 BF	BF p 403	
Date					11/14/45 12/23/01 6/20/02 6/20/02	1/30/05	7/31/05		2/20/06	8/20/29	2/20/07	2/20/06	2/20/06		2/20/06	2/20/06	2/20/06	- 56 -
Granted by Bill Ordin.	No record	No record			DPW 23128 Res 2141 Res 2690 Res 2705	1407	1575		1756	8986 8497	0/0	1756	1756		1756	1756	1756	-
Track No. Grantee	375	376 S. P. Co.	377	378	379 A. T. & S. F. Ry. Co.	380 Tubbs Cordage Co	381 A.T. & S.F. Ry Co	382	383 A.T. & S.F. Ry Co	384 A. T. & S. F. Ry. Co	385 Santa Fe Tand & Imp Co	386 A.T. & S.F. Ry. Co	387 " " " " 3	388	389 A.T. & S.F. Ry. Co.	390 A.T. & S.F. Ry. Co.	391 A.T. & S.F. Ry. Co.	392



Ref.	BF p 403		JP p 1136					JP p 490 JP p 1780 JE p 1943		JP p 1780 JP p 1943			PW 192-622		JP p 1215	
Remarks						City Charter -P.G.& E. spur	City Charter-Cal. Berrel Works	Sec 1 amended by 8568		Supersedes 5883 of 5/17/23	9/17/29 1907 Charter		Two tracks	1907 Charter		
Date	2/20/06		10/23/23			5/15/46	5/15/46	5/17/23 9/17/29 10/7/29		9/17/29 10/7/29			7/8/36		10/8/17	- 72
Granted by Bill Ordin.	1756	No record	6469 6031			DPWOrder 24127	DPWorder 24.127	6323 5883 9022 8531 9061 8568		9022 8531 9061 8568		No record	D.P.W.Order 4329		Z+84 E694	No record
K Grantee	A.T. & S.F. Ry. Co.		A.T. & S.F. Ry. Co.			A.T. & S.F. Ry. Co. S.P.Co.	A.T. & S.F. Ry. Co. S.P.Co.	Am. Can Co.		Am. Can Co			S. P. R. R. Co.		Coast Smelting & Ref Co	
Track No.	393	394	395	396	397	398	399	004	401	402	403	404	405	904	407	504

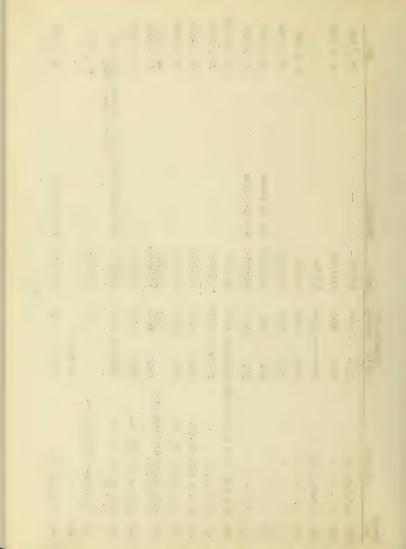
Ref.	JP p 1405					JP p.1135		JP p 1425	JP p 1000	JP p 1159	JP p 640	JP p 715	.JP F 970		JP p 1673		JP p 645	JP p 568
Remarks								Supersedes 6090 of 12/19/23	Also see Pg 744 JP 1921			See 5502 of 12/6/21						
Date	12/14/15			10/25/44	10/6/44	10/23/23		10/6/25	12/6/21	8/11/25	4/22/41	5/4/28	5/13/31		9/3/29		6/15/23	4/30/25
Granted by	3536	ord		DPWorder 21536	DPWorder 21464	6030		6805	5502	6736	1147	8010	8992		8521		5918	0199
Gra. Bill	3861	No record		DPWord	DPWord	8949		7278	5844	7212	1190	8502	9401		al 9013		6348	7084
k Grantee	410 Union Iron Works			W.P.R.R. Co.	=======================================	Reinhart Lumber Co		W.P.R.R. Co.	п п	= = =	H H	= =	S. P. R. R. Co.		McCormick Lumber Terminal 9013		Edw. L. Soule Co.	W.P.R.R. Co.
Track No.	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427

Ref.	BF p 341	JP p 584			211-194 JP p 1341	JP p 1341						JP p 1000	JP p 908		PW 199-387	JP p 1000
Remarks	For 50 years			12/13/44 Amends 20698 of 4/7/44	See 4780 of 2/13/19	See 4568 of 4/15/18			Valianos Co Spur		Crown Products Co Spur	Also see Pg 744 JP 1921	For 50 years	Ord.260 & 270 expired	Rescinds 9447 of 12/2/38	Also see Pg 744 JP 1921
Date	10/23/08	5/22/24		12/13/44	2/19/43 7/29/27	7/29/27	7/12/44		5/15/46	7/28/44	5/1/46	12/6/21	10/23/08	5/15/46	3/17/39	12/6/21
Granted by Bill Ordin.	271 582	6708 6246	No record	DPW0rder 21686	No record DPWOrder 19180 8106 7620	8106 7620	DPWOrder 21124		DPWOrder 24091	DPWorder 21203	DPWOrder 24032	5844 5502	271 582	DPWorder 24127	DPWorder 10150	5844 5502
k	W.P.R.R. Co.	A.T. & S.F. Ry. Co.		A.T. & S.F. Ry. Co.	A.T. & S.F. Ky. Co. A.T. & S.F. Ry. Co.		W.P.R.R. Co.		W.P.R.R. Co.	W.P.R.R. Co.	442A W.P.R.R. Go.	W. P. R. R. Co.	W.P.R.R. Co.	A.T. & S.Fe Ry Co S.P. Cc.	Shell Oil Co.	W.P.R.R. Co
Track No.	10000 1000 1000 1000 1000 1000 1000 10	432	433	434	435 436 437	438	439	044	441	244	442A	6443	444	445	944	244

200 - 100 -

Track No.	k Grantee	teee	Granted by Bill Ordin	ed by Ordin.	Date	Remarks	Ref.
844	W.P.R.R. O	Go.	7567	7084	5/8/26		JP p 632
644	=	2.	9026	8534	9/17/29		JP p 1782
450	W. P.R. R. C	.00	DPWorder	21006	44/6/9		
451	2	0n 0n	7567	7084	5/8/26		JP p 632
452	11	5-m	9056	8534	9/11/59		JP p 1782
457	=======================================		271	582	10/23/08	For 50 years	JP p 908
455	des per	=	271	582	10/23/08	For 50 years	JP p 908
456	S.P.R.R. C	S.P.R.R. Co.& A.T.&S.F.Ry DPWorder 13167	DPWOrder	13167	5/22/40		PW 202-119
457	W. P. R. R. Co		DPWorder	21807	1/11/45		JP p 1139
458	A.T. & S.F.	Ry.Co.	6536	6093	12/19/23		JP p 1318
459	A.T. & S.F.	. Ry. Co.	8656	8164	8/22/28		JP p 1696
460	Cal. Sugar W.F.R.R.Co.	Cal. Sugar Refining Co. W.F.R.R.Co.	9132	721 8642	5/15/03 12/30/29		BF p 404 JP p 2401
194	A.T. & S.F	& S.F. Ry. Co.	8107	7621	7/29/27		JP p 1342
462	A.T. & S.F S. F Co	& S.F. Ry. Co.	DPWorder 24.127	24.127	5/15/46	Was under Ordin 1721-Cal. Sugar Ref. 1289-SF Gas & Elec.	. Ref. Co. Elec.
463	Cal. Sugar	Cal. Sugar Refining Co.		721	5/15/03		BF p 404
194			No record	Ţ			
465	W.P.R.R. C	00.	271	582	10/23/08	For 50 years	JP p 908
				- 30	- 0		

Track



Ref.	JP p 1782	JP p 908	JP p 908	JP p 1782	JP p 908	JP p 908				JP p 1058	JP p 1839 (1925)		PW208-737	JP p 72	
Remarks		For 50 years	For 50 years		For 50 years	For 50 years						See also WO 17548 of 2/27/42	See also WO 18723 of 10/23/42	Streets temporarily closed Res.3125 of 1/11/1943	
Date	9/11/29	10/23/08	10/23/08	9/11/59	10/23/08	10/23/08				9/19/24	1/6/26	10/23/42	2/51/45		
Granted by 11 Ordin.	8534	582	582	8534	582	582	đ	ď	ď	6346	6933	18723	17548		
Grant	9056	271	271	9056	271	271	No record	No record	No record	6815	7415	DPWorder 18723	DPWOrder 17548		

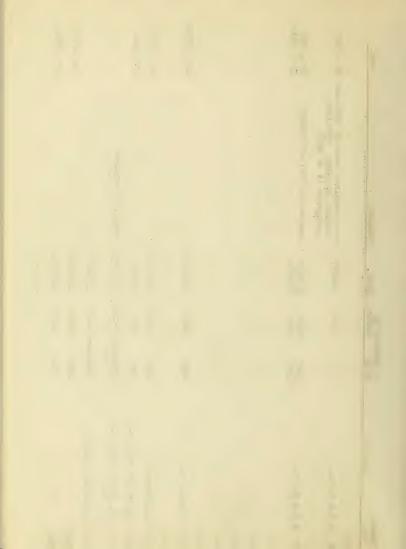
Grantee W.P.R.R. Co.

Track No. Jones Hardwood Co.

W. P. R. R. Co.

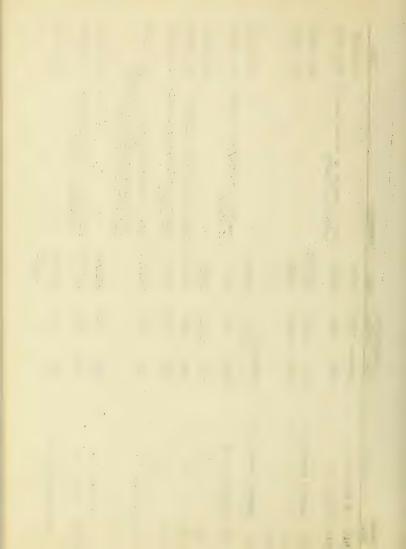
U. S. Marine Corps

 S. P. R. R. Co.



Ref.	JP p 643 JP p 948	JP p 1515	JP p 387	JP p 954		PW 207-585		JP p 746	JP p 107		JP p 864		JP p 1167			JP p 558	JP p 339
Remarks																Repeals 7432. See also 6544 of 3/18/25	See 7483 of 4/8/27
Date	6/10/14	12/23/24	4/18/54	10/21/12	9/23/42	10/31/41		8/29/18	2/5/18		10/23/11		12/6/10			1/8/57	3/13/25
Granted by	2792	6455	6204	2059	DPWorder 18581	DPWorder 16882	rd	4680	9844	rd	1700		1407	ord		7483	4459
Grar Bill	3056 4234	9269	0999	2276	DPWOrde	DPWorde	No record	5039	4834	No record	1899		1558	No record		7968	7016
k Grantee	Legallet Hellwig Tanning	A.T. & S.F. Ry. Co.	A.T. & S.F. Ry. Co.	J. P. Holland	U.S. Marine Corps	A.T. & S.F. Ry.Co.		Rosenberg Bros.	Board of Harbor Comm.		United Land Co.		Miller & Lux			Foster & Kleiser & S.F. Sulpher Co.	S.P.R.R. Co.
Track No.	501	502	503	504	505	909	507	508	509	510	511	512	513	514	515	516	517

Track No.	ok Grantee	Granted by Bill Ordin	ed by Ordin. Date	Remarks	Ref.
518	S. P. R. R. Co	DPWorder 10706	0706 6/7/39		PW200-18
519	S. P. R. R. Co	9367 88	8873 11/7/30	O Due to change in street now on private property	JP p 2429
520	General Brewing Co.	451 12.2012	012 11/10/33	33	JP p 1863
521	=======================================	1143 12.2018	018 11/4/36	9	JP p 1651
522					
523	General Brewing Corp	DPWorder 17493	3 2/18/42	Q	PW 208-673
524	Pacific Can Co.	8276 7786	786 11/3/27	7 See 8787 of 6/24/30 & 12.2015 of 6/5/35	JP p 2079
525	= =	728 12,2015	015 6/5/35		JP p 698
526	=======================================	9280 8	8787 6/24/30	O See note on 7786 of 11/3/27	JP p 1607
527	=======================================	8276 7	7786 11/3/27	7 See 8787 of 6/24/30 & 12.2015 of 6/5/35	JP p 2079
528	S. P. R. R. Co.	7251 6'	6774 9/12/25	5 Sec. 2 Amended by 6986 JH/28 C 6986 repealed by 1744 of 8/12/42 Amended by 1744 of 8/12/42	JP p 1286 28
	S.P.R.R. Co.	1828 1	1744 8/12/42	Q	JP p 1808
529	S.P.R.R. Co.	6830 6	6362 10/6/24	4 Part now on private prop.due to change in street	JP p 1160
530	Kortick Mfg. Co.	1857 1	1772 9/10/42	2	JP p 1994
			- 34		



Ref.	JP p 736	2429	JP p 1736 JP p 504 PW 202-93 PW 202-249	JP p 365	JP p 2236	PW 199-775	JP p 1075			PW 209-328	JP p 1634				JP p 529		
Remarks	Repeals 6361 of 10/6/24		JP p 1736 JP p 504 Rescinded by WO 12350 of 2/7/40 PW 202-93					Two tracks		See 1703 of 7/13/42							
Date	5/29/25	11/7/30	12/23/25 3/27/28 1/17/40 2/7/40	3/18/27	6/24/31	5/3/39	6/5/28	9/15/44	5/8/33	6/3/42	7/15/42	2/2/45	8/22/45		4/27/25		-35 -
ed by Ordin.	0599	8873	6901 7988 12205 12350	7431	9014	10496	8072	21402	8265	18020	1703	21890	22752		6588		<u> </u>
Granted by Bill Ordin	7129	9367	7381 8483 DPWOrder	7167	9425	DPWOrder	8564	DPWOrder 21402	DPWorder 8265	DPW0rder 18020	1770	DPWorder 21890	DPWOrder 22752		7043		
grantee	Premier Bed & Spring Co.	S.P.Co.	Pac. Elect. Mfg. Co. A.N. Devincenzi	Pacific States Const.Co.	S.P.R.R. Co.	S.P.R.R. Co.	Stonetex Corp	A. D. Schader	A. D. Schader	S. P. R. R. Co.	U.S.Navy Funters Point Dist.	U.S. Naval Drydocks	S. P. Co.		S.P.R.R. Co.		
Track No.	531	532	533	535	536	537	538	539	540	541	542	543	544	545	946	245	548

Date Remarks	Bill Ordin. Dat
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Track



